



DECEMBER
1995



AN Stephen Murphy (left), of Boston, AMSAN Kevin Sitterson (center), of Roper, N.C., and AN Rick Martell, of Bronx, N.Y., await the launch of an F-14 *Tomcat* on the flight deck of USS *Theodore Roosevelt* (CVN 71).

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Magazine of the U.S. Navy

December 1995, Number 944

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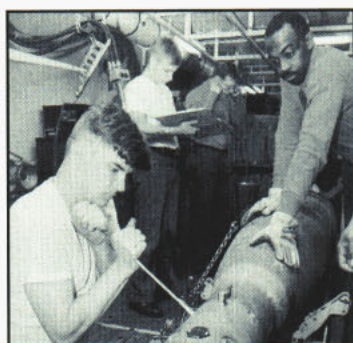
Front and Back Cover: Happy Holidays from the staff of *All Hands* magazine. (Photo by PH1 Dolores L. Anglin, lighting by PH2 Ephraim Rodriguez and Richard Oasen)



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U.S. Navy photo

sea time

■ If you're a fire controlman (FC) or a data systems technician (DS) at sea, you may have noticed there aren't as many of you around as there should be. The Navy is working to improve sea manning for the FC and DS ratings, and is offering some incentives for Sailors in those specialties to stay at sea or go to sea early. If you will extend your current sea tour or rotate early to a sea duty billet, you could get your choice of East or West Coast duty, or your choice of school when your sea tour is done.

The Navy is increasing the number of recruits and raising the number of students in the training pipeline for both ratings. More information is available from NAVADMIN 212/95 or by calling DSCS Norman at the Bureau of Personnel (BUPERS), PERS 221H, at DSN 224-6503 or (703) 614-6503.

money

■ Could you use some extra cash? It may be worth your while to see if you're eligible for Special Duty Assignment Pay (SDAP). A new Navywide message lists what billets are eligible.

SDAP is paid to Sailors in assignments that are arduous, are located in remote duty stations, have a long qualification process or have skill manning shortfalls. You must be an E-3 or higher and serving in a SDAP billet at your command to be eligible for the added pay.

Sailors eligible for the special pay can receive between \$55 and \$275 per month, depending on the billet. Five award levels have been increased for critical billet assignments and two new Navy Enlisted Classifications (NECs) have been added. The new pay levels in most cases were effective Oct. 1, 1995.

Sailors assigned to SDAP billets as coxswains, combatant craft petty officers in charge, advanced underwater construction divers, master and senior EOD technicians saw their SDAP rise. Billets added to this year's program include gas turbine system technician (GS) with shipboard engineering plant program manager NEC 4206 and hospital corpsman with Marine field service NEC 8404.

Quartermasters with NEC 0216, harbor pilot limited, will receive \$28 per month for one year while the billet is being phased out. Sailors who have the saturation diver NEC will see their SDAP decrease. More information is available in NAVADMIN 199/95.

ratings

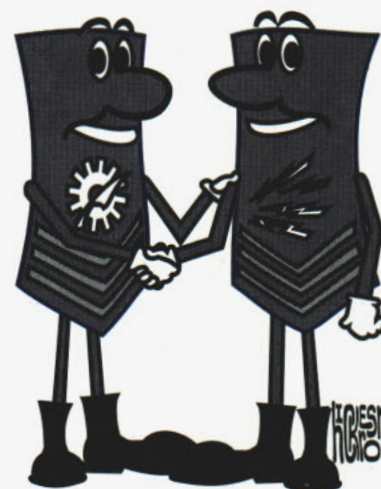
■ The Navy's merger of the data processing technician (DP) rating into the radioman (RM) surface rating will be completed by Oct. 1, 1998.

After the merger is completed, RMs will be the Navy's specialists in telecommunications, computers, system operations, networks, and command and control. The new RM rating will be larger and will allow for greater flexibility in detailing and broader career and advancement opportunities.

The merged rating retains the traditional rating name of radioman with the lightning sparks badge, but DPs may retain their current rating badge until their next advancement exam or they retire, whichever comes first.

All current DPs and RMs must complete revised personnel advancement requirements (PARs) and computer-based training (CBT) for advancement to their next higher pay grade.

Revised occupational standards will be distributed by the end of 1995. CBT packages will be distributed by February 1996. PARs



celebration

■ Naval Support Activity New Orleans (formerly the Algiers Naval Station and Army Port of Embarkation) is preparing to celebrate its 100th anniversary.

Anyone, military or civilian, who served aboard the base or its numerous tenant commands is asked to send memorabilia, photographs or personal stories of his/her experiences while stationed on the base. Persons submitting a story are asked to provide an old or new photo of themselves. All memorabilia will be returned if requested.

Letters and memorabilia can be sent to the Public Affairs Office, Naval Support Activity, 2300 General Meyer Ave., New Orleans, LA 70142-5007. The point of contact for the centennial project is Mr. Al Foucha at DSN 678-2540 or (504) 678-2540.

and bibliographies will be distributed by February 1997.

DPs and RMs will have approximately 18 months to complete the CBT. Additionally, a study guide will be available for distribution in February 1997 for personnel taking the first new RM advancement exam in September 1997.

More information is available in NAVADMIN 215/95 or by contacting LCDR Vanoekel or RMCS(SW/NAC) Shusterman (PERS 2211) at DSN 224-6855 or (703) 614-6855.

■ The submarine torpedoman's mate (TM(SS)) and the submarine machinist's mate (MM(SS)) ratings are scheduled to merge in December 1996.

This merger is designed to give submarine Sailors more flexibility in assignments and career paths as the two ratings get smaller. New MM(SS)s will attend a common "A" school in Groton, Conn. Graduates then attend training in auxiliary division equipment or as weapons division equipment operators.

All TM(SS)s will change rating badges to MM(SS) on Dec. 2, 1996. The MM(SS) rating exam will be a single submarine specific test, based on updated MM(SS) standards. All personnel will take the updated exam, beginning with the January 1997 E-7 and March 1997 E-4 through E-6 exam cycles.

To ensure equitable advancement and career opportunities, all Sailors in the merged ratings will take the same exam, but separate advancement categories will be established to ensure Sailors are competing with Sailors with similar training and experience. For example, former TM(SS)s will take the new MM(SS) exam, but will be advanced with other former TM(SS)s. More information is available in NAVADMIN 192/95.



Photo by Marine Sgt. Kristine Wilbanks

career info

■ Sailors who entered the Navy through the Two-Year Obligated Service (2YOS) program can now request up to a 24-month extension to their current enlistment. Those who enlisted under the Three-Year Obligated Service (3YOS) program can request a 12-month extension. These extensions can be granted without ENCORE approval.

Now, regardless of a Sailor's initial contract, every first-term Sailor can complete 48 months of service without ENCORE approval.

2YOS and 3YOS Sailors who extend are encouraged to request a 24-month extension to attend an "A" school. However, for both 2YOS and 3YOS enlistees, extensions do not guarantee an "A" school or ENCORE approval at the end of the extension period.

The following ratings have vacancies and offer particularly outstanding advancement opportunities: AW, CTR, EN, ET, EW, FC, FTG, MM, STG and TM. Openings are also available in the aircrew and diver programs.

As the Navy refocuses its attention on retention, this extension program gives top quality Sailors the option to stay Navy.

More information is available in NAVADMIN 189/95.

Hidden Secrets

Shipmates: Caring and Intervention

Story by Patricia Oladeinde and JO2 Scott Curtis

You may be the key to preventing a suicide. "Knowing what to look for in friends or family, and knowing what to do with that information, could mean the difference between life and death," said LCDR (Dr.) Paul Anjeski, of the Bureau of Naval Personnel's health promotion program.

According to Anjeski, a native of Hamtramck, Mich., whatever the source of stress, be it a breakup of a relationship, legal problems or financial worries, some people feel they cannot cope with their problems. Too often these same people attempt to relieve some of their pain by using alcohol. This usually worsens the situation and clouds

their judgment. The situation becomes particularly dire if a shipmate has immediate access to a weapon.

Preventing suicide means intervention by showing the person that someone cares and letting him or her know help is available.

"Do not underestimate the power of the 'it will hurt my career if I tell my troubles' stigma," said Chaplain (CDR) Julia Cadenhead, a native of Ft. Walton Beach, Fla.

"Add to this the fact that the suicidal person feels isolated, often ashamed about thoughts of ending [his or her] life and feeling helpless about changing the situation.

"For commands, one of the more troublesome aspects of suicide is the isolation and shame the at-risk person often experiences. Offering support services in a positive atmosphere [may help] identify and deal with persons who are at risk for suicide."

A common misconception is that talking about suicide encourages a person who may be contemplating suicide to carry out the act. In fact, failing to talk about it may have more devastating consequences.

Talking can get people to open up and discuss what is bothering them. If the problems are serious, it may be necessary to seek help for someone. Getting help early is

Suicide Warning Signs

- Verbal statement of a wish to die or direct threat of self harm;
- Unusual interest in or talk about the subject of death — reflected in speech, art, letters, etc.;
- Previous suicide attempts;
- Depression over recent death of a friend or relative;
- Increased use of alcohol or drugs;
- Decline in job performance and/or personal appearance;
- Giving away cherished possessions, or suddenly completing all delayed work or commitments;
- Withdrawing from friends or activities; and
- Suddenly possessing a weapon.

If you see these symptoms in individuals, don't leave them alone. Systematic help is crucial. Take them to a chaplain, contact a family service center, a hotline, a mental health professional or their physician immediately.

Source: Bureau of Naval Personnel.

important in solving whatever problems exist.

"As individuals, we have responsibilities, too. It is the human condition to get tired and to question our living; disappointments do come. And that's why we are interdependent on one another – we need each other for support and encouragement when the going gets tough. Support is a good thing; that's the definition of shipmate.

"There are times when suicide prevention can be as simple as paying attention to our shipmate; knowing when things just aren't right and risking the friendship by leading that shipmate to professional care givers," concluded Cadenehead. ‡

Oladeinde is a staff writer for All Hands magazine. Curtis is assigned to BUPERS public affairs office.

"Being good shipmates and good team members, involves our willingness to bear one another's burdens. That way we remind each other of just how valuable life is, and how good life can be."

– Chaplain Julia Cadenehead



The Command's Role in Prevention

- Front-line supervisors should know their people. Be aware of changes in attitude, behavior and performance, particularly during legal, financial or relationship problems.
- Be actively concerned about welfare and morale within the command.
- Be aware of resources that can help you help your people.
- Be available. Be supportive. Be an active listener.
- Reassure the Sailor that you will listen and try to help him or her.
- Allow the Sailor to talk. Get as much information as possible to assist the formal evaluation.

Source: Bureau of Naval Personnel.

Suicide Facts

- Suicide is on the rise nationwide.
- The most common cause for Sailor suicide is difficulty in a relationship (divorce, breakups, separation) or family problems.
- The second most common cause for Sailor suicide is difficulty with job.
- Approximately 80 percent of all suicide victims give some advance warning.
- Sailors take their lives most often by violent means, such as firearms or hanging.
- Most Sailor suicides occur in apartments, homes, quarters or barracks.
- Among Sailors, alcohol is a factor in 41 percent of completed suicides.
- Women attempt suicide three times as often as men, but men complete suicide at three times the rate of women.
- Women choose methods that allow for greater intervention, such as pills, alcohol, cuts, etc.
- Suicides among men are most action-oriented, such as hanging, guns, vehicles, which allow no intervention.
- Suicides may be prevented by supervisor involvement and action.

The Navywide suicide data base is maintained at the Bureau of Naval Personnel (BUPERS) as part of the Navy's Health Promotion Program. For calendar years 1993 through 1995, Sailors who completed suicide were mostly male, Caucasian, under age 30 and stationed ashore within CONUS. More than 60 percent were petty officers, and of those petty officers, most were E-6s.

Source: Bureau of Naval Personnel.

Grab Those Discounts!

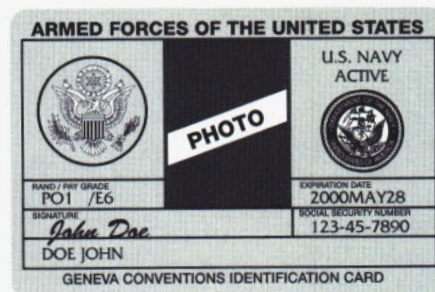
Your I.D. card is worth more than you think - just ask before you buy!

As the holiday season rapidly approaches, millions of people scramble to make travel reservations and the shopping frenzy that sweeps the country reaches new heights. Although it's a joyous time of the year, the holidays almost always seem to put a tremendous dent in most people's budgets.

Many businesses say thank you to those in uniform by offering discounts to active duty military. So, your ID card may be worth more than you know! Regardless of the time of year, it pays to ask merchants if they give a military discount.

All Hands did some asking for you, and found some great deals for Sailors. Accept the list below as a gift from us to you. Have a safe and happy holiday!

(This list is not comprehensive, nor is it an endorsement by the U.S. Navy or DOD.)



► Airlines

Savings depend where you are flying from and your destination:

American

Savings depend on your destination:

**Continental
Northwest
Southwest
USAIR
United**



10 to 50 percent off depending on your destination:
Delta & TWA

► Automobile Purchase

Military Sales - Call (516) 921-2800 if you are stationed overseas. Discounts are available on overseas sales of American-made vehicles (Ford, General Motors, Chrysler) and Harley-Davidson motorcycles through Military Sales.

Navy Auto Source - provides discounts on American-made automobiles for ship-based Sailors deployed overseas from a CONUS port for 30 days. Navy Auto Source is located at sites where there is no Navy Exchange Auto Sales outlet.

► Buyers' Markets (Credit Unions)

Navy Federal Credit Union - Members can call a new car buyer's service at 1-800-336-3333 and obtain price information on new cars. The service is free.

► Automobile Rental

Discounts vary from city to city and on type of car rented:

**Alamo
Budget
Dollar
Enterprise
Hertz
National
Sears
Thrifty**



\$5 off per day:

Admiral (San Diego)

Government rate available for economy to full size car:

Avis

► Automobile Repair

Discount depends on location and type of service:

Grease Monkey

Precision Tune

10 to 15 percent depending on location and day of week:

Jiffy Lube

10 percent:

Meineke Muffler

10 percent off (can't use with other offers):

Speedy

► Bus

Greyhound - Active-duty personnel can travel round-trip, anywhere in the continental United States, for \$169 or less.

► Cards and Collectibles

The Shack (San Diego) - 10 percent discount.

► Computers

CompUSA

Discount depends on product, check your local store's Government Purchase Department.

Government Technology Services, Inc. (GTSI)

5 to 15 percent discount on computer hardware and software when purchased through the Personal Purchase Program.



Call Mike Ebert or Ashley Hill at 1-800-999-4874 ext. 2234/2231.

► Cruise Lines

- Call your local MWR or SATO for military rates.

► Eye Glasses

Hour Eyes - 20 percent (Locations in Md., D.C., Va., Pa.).

LensCrafters - 10 percent.

Sears - Military on CHAMPUS get 50 percent off frames and 30 to 40 percent off lenses.

Vision Works - 10 percent, but will match any price.

► Fitness Equipment

Heartline - Discount varies depending on type of equipment purchased.

Nordic Trak - 10 percent.

► Hotels

Discount varies from hotel to hotel:

Comfort Inns

Courtyard by Marriott

Days Inn

Doubletree

Embassy Suites

Hampton Inn

Hilton

Holiday Inn

Howard Johnson - (Discount varies for local events).

Hyatt Hotels - (Show ID at check-in).

Inter-Continental Hotels

La Quinta Inns

Marriott

Radisson

Ramada

Sheraton (Must have orders).

Sonesta Worldwide (Usually 15 percent).

Savings depend on individual hotel; up to 48 percent worldwide, 20 percent OCONUS:

Best Western

Room discounts depending on time of year and length of stay:

Circus-Circus (Las Vegas)

Discount is dependent on area per diem:

Red Roof Inn

Stouffer/Renaissance Hotels

Savings vary from hotel to hotel, but all give a government discount (up to 50 percent in some areas):

Ritz Carlton

Discount may vary depending on location and time of year, but usually 10 percent:

Susse Chalet

NAVY LODGE facilities are usually 20 percent less than commercial lodging.

► Military Resorts

Hale Koa Hotel (Hawaii) - Call (808) 955-0955. You can make reservations up to one year in advance.

American Forces Recreation Center Garmisch/Chiemsee (Germany) - Call 011-49-8821-750-2847/2712. You should make reservations six months to a year in advance.

Shades of Green (Orlando) - Call (407) 824-3600. Recommend making reservations three months in advance. They take reservations up to 53 weeks in advance. Holidays are usually sold out one year in advance.

► Motorcycle Shops/Sales

South Bay Motorsports (San Diego) - 10 percent on parts and accessories.

Harley-Davidson - Savings through Military Sales.

► Movies - See your local MWR for discounted tickets for some theaters

Mann Theaters (San Diego) - Military discount on select features.

► Sporting Goods Stores

Athletic House - 10 percent off after filling out a store card.

Total Fitness - 10 percent off.

► Sports

Bowling

Fairlanes - No individual discounts; group rate for 15 or more.

Skydiving

Air Adventure (San Diego) - \$20 off tandem, static line and accelerated free fall instruction.

► Theme Parks/Water Parks

Busch Gardens-Williamsburg - Active-duty pay \$24.60 instead of \$28.95 at the gate. Other discounts are offered through MWRs.

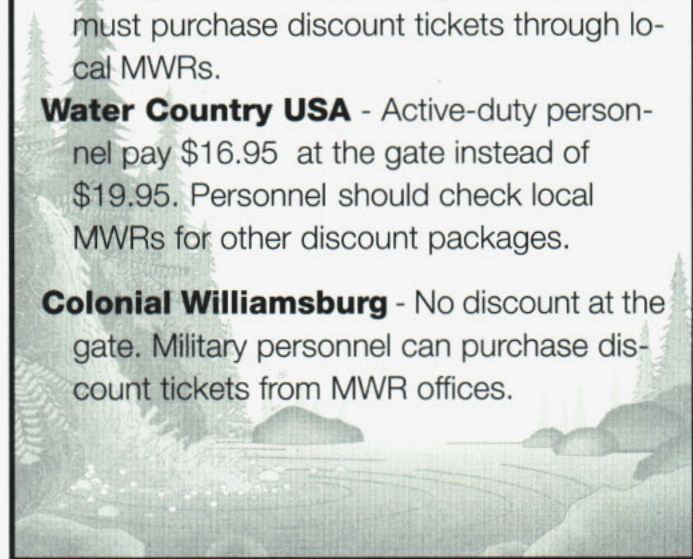
Disney World - Active-duty personnel pay \$35.50 instead of \$39.22 for a day at Disney World. These tickets must be purchased at Shades of Green. Other discount packages are offered through MWRs.

Disneyland - No discounts at the gate. Military personnel can purchase discount tickets from the local MWR office.

Six Flags - No discounts at gate. Personnel must purchase discount tickets through local MWRs.

Water Country USA - Active-duty personnel pay \$16.95 at the gate instead of \$19.95. Personnel should check local MWRs for other discount packages.

Colonial Williamsburg - No discount at the gate. Military personnel can purchase discount tickets from MWR offices.



Your Navy Exchange



How low can the prices go?

Sailors save some serious bucks with products and services through the Navy Exchange (NEX) and its vendors.

Check out these examples:

- ✓ Military auto sales net discounts up to \$2,500 or about 18%.
- ✓ Auto rentals through NEX outlets can save customers more than 18% depending on the size of the car.
- ✓ NEX car care centers are 20% lower than flat rate labor prices at other repair shops, while tire balancing is 25% lower.
- ✓ Computer buyers save about 20%—and sales tax—at NEX.
- ✓ Toys, athletic shoes, exercise equipment and pet products all cost about 20% less at the Navy Exchange!

►Tires

Kelly-Springfield

10 percent off service,
5 percent off tires.

NTW

5 percent.

Stidham Tire

10 percent all loca-
tions.



►Travel

Discounts depend on destination, time and mode of travel:

American Express

Carlson

SATO

Travel Network

►Truck Rental

Hertz

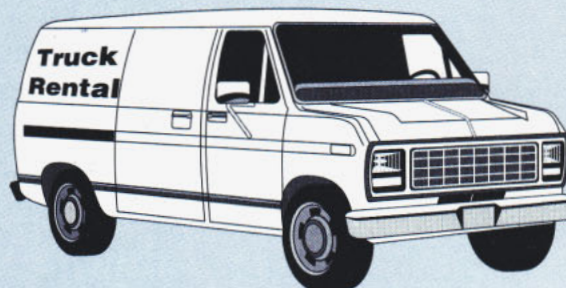
13 percent off original price (show ID).

Ryder

10 percent off original price (show ID).

Thrifty

10 percent off original price (show ID).



►**Toys** - Retail toy stores do not offer military discounts.
See your local Navy Exchange facility or Toyland.

►Train Travel

Amtrak - Military Furlough Fares give approximately 25 percent off regular coach fare.



This list is not all-inclusive – it is just a sampling of the discounts available.

Let us know if you find other merchants who offer discounts to the military.

We'll pass on more savings tips in the future!

Write: Naval Media Center, Publishing Division
ATTN: Savings
Naval Station Anacostia, Bldg. 168
2701 S. Capitol St., S.W.
Washington, D.C. 20374-5080

Fax: DSN 433-4747 or (202) 288-4747

E-mail: pubs@media.mediacen.navy.mil

**Many businesses
support our
Sailors by offering
super military
discounts...but,
often, you won't
know about great
savings until you
ask!**

THE RIGHT COMBINATION

Sailor croons his way to the top

Story by Patricia Oladeinde, photos by JO1 Ron Schafer

Every Friday night in Virginia Beach, Va., Hospital Corpsman 3rd Class Shane Archbold and his band, "The Right Combination," play popular country music, as well as original songs, to a toe-tapping, finger-snapping audience.

The rest of the week, Archbold, stationed at the Naval Medical Center in Portsmouth, Va., takes care of special medical gear and helps surgeons on routine assignments and procedures all day. After hours, he catches his breath, grabs a bite to eat and changes from hospital scrubs to jeans, before he's off pursuing his second career — singing.

"[Country music is] no longer about your pickup truck, your fishing pole, losing your dog or getting a divorce and being left with 10 kids. It's about what's happening in everyday life — the good and the bad."

Most nights, the rising star can be found in a garage-turned-studio, dabbling on keyboards or playing rhythm guitar while trying to achieve his lifelong goal.

"Music is what's in me. I've been doing it all my life, and it's what I enjoy doing most. I love being on stage and performing in front of a lot of people," said Archbold as he steps up to the microphone and readies himself for the next take.

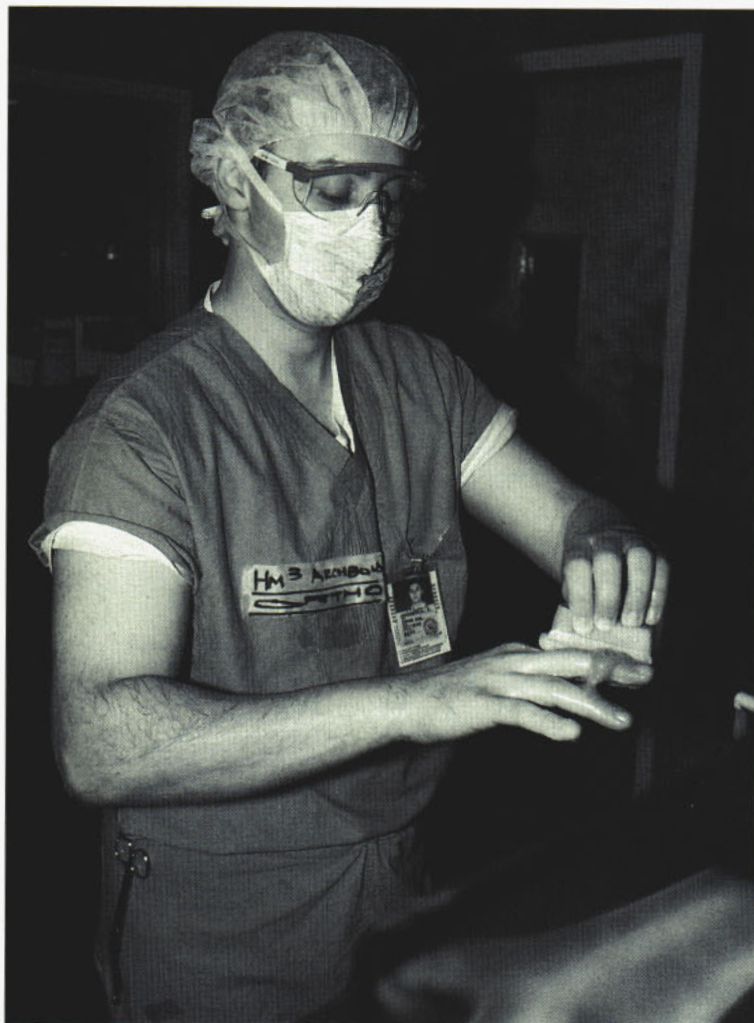


HM3 Shane Archbold doesn't believe in imitating anyone's style. "Everybody should have his or her own identity. These days imitating someone is not so much flattery but sheer mockery. If success is to be gotten, I'd rather achieve it myself."

As the heavily-bassed melody permeates the makeshift studio, and the ceiling fans hastily turn — sucking up the heat cast off by the array of gadgets and gizmos — the Christchurch, New Zealand, native croons his verse, "Baby let's drive, let's go cruising." Archbold pauses to see if the director gives him a 'thumbs ups' signal for this take. But not so, as usual. More rehearsing is needed for his soon-to-be-released record demo.

"If you want the professional sound, quality and gold records, you gotta work long and hard for them," said Archbold with his slight New Zealand accent.

After Archbold completes a demo, his dream is to sign with a recording company owned by



During a normal duty day, HM3 Shane Archbold goes through his daily morning ritual — scrubbing up before entering the sterile surgical suite.

Reba McIntyre, the award-winning country singer.

Although the 27-year-old considers his music country, the tempo and lyrics most people associate with country music have changed.

"Country music has gone through an evolution," Archbold said. "It's no longer about your pickup truck, your fishing pole, losing your dog or getting a divorce and being left with 10 kids. It's about what's happening in everyday life — the good and the bad."

Balancing careers certainly is no easy task for this corpsman who finds himself pulling extra long hours in the hospital and at the studio. "It's a matter of prioritizing things," he said. "The only difference between the jobs

is that at the hospital, the job is a team effort. Everyone depends on each other to get the job done, including the technicians, nurses and anesthesiologists. But in the studio, I coordinate everything," he said while waiting for the director.

"Okay, that's enough, Let's do it once more and get out of here," the director yelled to Archbold.

As the director cued up the music for the last track, the bass vibrated through the foam-paneled walls and highly sophisticated electronic gear.

"Sounds good, what do you think Shane?," yelled the director.

"I like it, I'll take it," Archbold yelled back.

"Then it's a wrap," said the director as the music faded.‡

Oladeinde is a staff writer for All Hands. Schafer is a Norfolk-based staff writer for All Hands.

Nautical rhymes recalled from the past

Story by JO3 Jeremy Allen

The Navy has made leaps and bounds in using the latest technology, and a day doesn't go by when there aren't upgrades to our newest satellites and computers. Yet, there still exists the need for tried-and-true traditions. Some traditions, found in the form of jingles and sayings, are used daily by Sailors throughout the fleet. But their real origins are in the salty deck-plate Sailors of yesteryear.

According to Master Chief Petty Officer of the Navy Master Chief Electronics Technician (SW) John Hagan, "learning the origin and full meaning of nautical terms, traditional adages and Navy-unique proverbs and sayings is immensely valuable. They need to be remembered and passed down from ship to ship and Sailor to Sailor." Hagan added, "Our special vocabulary gives us a better sense of our history. Sailors who appreciate their heritage are more likely to achieve career goals and enjoy a fuller life."

Senior Chief Boatswain's Mate Tammy P. Springsguth, boatswain's mate detailer at BUPERS, noted the following proverbs still are used to guide ships to shore.

When a ship is getting ready to pull out of port, one should look to the sky and find the weather for tomorrow ...

⊗ A red sky in the morning,
Sailors take warning;

A red sky at night,
A Sailor's delight.

And,

⊗ The evening red and morning gray,
Are sure signs of a fine day;

But the evening gray and morning red,
Make the sailor shake his head.

But,

⊗ With the rain before the wind,
your topsail halyards you must mind;

But when the wind's before the rain,
you may hoist your topsails up again.

⊗ Long foretold, long last;
short notice, soon past.

⊗ If Bermuda lets you pass,
then look out for Hatteras.

⊗ When the wind veers against the sun,
trust it not, for back it will come.

⊗ When the sun sets in a clear,
an easterly wind you need not fear.

⊗ First rise after very low,
indicates a stronger blow.

Throughout the Navy, Sailors have relied on sayings as a memory aid. "Red, right and returning," is a phrase still used to remember what side of the channel to steer along. Red is the color buoy that should be on the right side of the ship when returning to port.

The Rules of the Road, by Thomas Gray, contains sound advice for the helmsman and officer of the deck (OOD) alike:

Two steamers meeting:

⊗ When both side lights you see ahead,
port your helm, and show your red.

Two steamers passing:

⊗ Green to green, or red to red,
perfect safety, go ahead.

Two steamers crossing:

- ✂ If to your starboard red appears,
it is your duty to keep clear,
To act as judgment says is proper,
to port, or starboard, back, or stop her.
But when upon your port is seen
a steamer's starboard light of green,
There's not so much for you to do,
for green to port keeps clear of you.

Ships must keep a keen lookout for other vessels when steering. If you forget, just remember this rhyme. Steamers must stop and go astern if necessary.

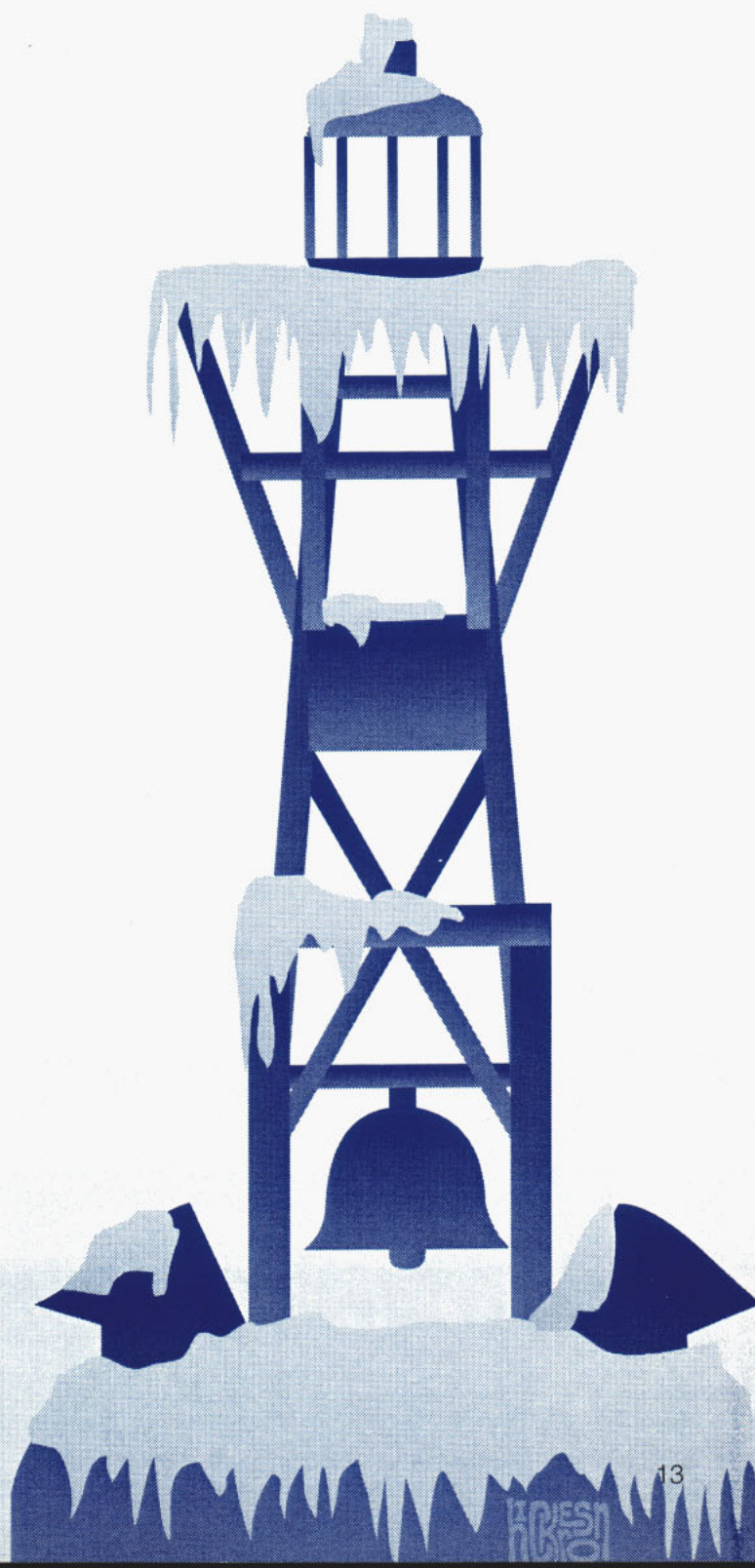
- ✂ Both in safety and in doubt,
Always keep a good lookout;
In danger with no room to turn,
Ease her! Stop her! Go astern!

When you're under way at night and you see, "red over white, fishing at night," these colors denote vessel fishing at night.

According to BMC(M) Wilbert Calloway, Destroyer Group 8's command master chief, "green over white, training at night," means the crew on board is training when these colors are shown. If you see "red over green, it's a sailing machine," you're looking at a sailing boat.

So, the next time you're sailing the high seas, quiz yourself and see if you're indeed a "salty Sailor." ‡

Allen is a staff writer assigned to All Hands. "Seaman's Proverb" is taken from The Bluejackets Manual, 1902, U.S. Naval Institute, Annapolis, Md.



Vinson protects its environment

Story by JO1 Bill Dagendish

The Navy recently took major strides toward achieving a cleaner environment when Chief of Naval Operations (CNO), ADM Mike Boorda, selected USS *Carl Vinson* (CVN 70) as the afloat prototype for the Navy's Pollution Prevention (P-2) Afloat Program.

Because pollution prevention, compliance with environmental laws and proper stewardship of our resources are primary goals, the Navy developed the program to find ways to prevent or significantly reduce environmental pollution.

"This program will change the way the Navy conducts maintenance and help eliminate the dumping of hazardous materials into the environment," said CDR Eric Dean, the Aviation Intermediate Maintenance Department (AIMD) officer, aboard *Vinson*.

Dean added that maintenance labor hours will be reduced without affecting material condition, operational readiness or environmental safety.

"Because of the concern for the environment, it's

only natural that we set the example for others to follow," said Aviation Machinist's Mate 1st Class (AW) Rob Bautista.

According to CDR Stu Paul, P-2 program assessment team leader, the team looks at waste handling, future environmental consequences and discusses solutions to existing problems. They try to improve everything about hazardous material, from procurement to disposal.

When asked to help with *Carl Vinson's* project, technical experts, chemists and scientists from various Navy technical support organizations readily accepted the challenge.

"The P-2 program provides

ideal ways to enhance and to safeguard our natural environment, while [it] simultaneously allows us to continue our operational mission," said CAPT Larry C. Buacom, *Carl Vinson's* commanding officer. "Because we are environmentally conscious, *Carl Vinson* and the U.S. Navy continue to educate our Sailors and Marines about the environmental challenges facing today's sea-going Navy."

"I enjoy being part of a program that helps the environment," said

◀ ADAA Harry Chapman (left) and AD1(AW) Rob Bautista of USS *Carl Vinson's* (CVN 70) AIMD, maintain one of the many engines in the ship's jet engine shop. The pollution prevention process is better for the environment and will improve the efficiency of their day-to-day tasks.

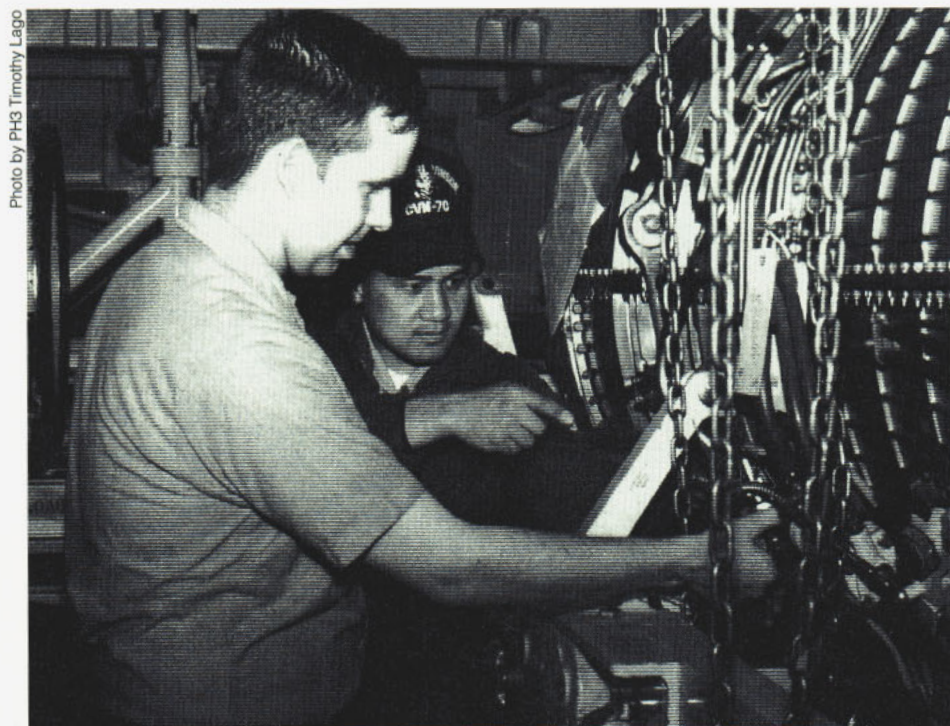
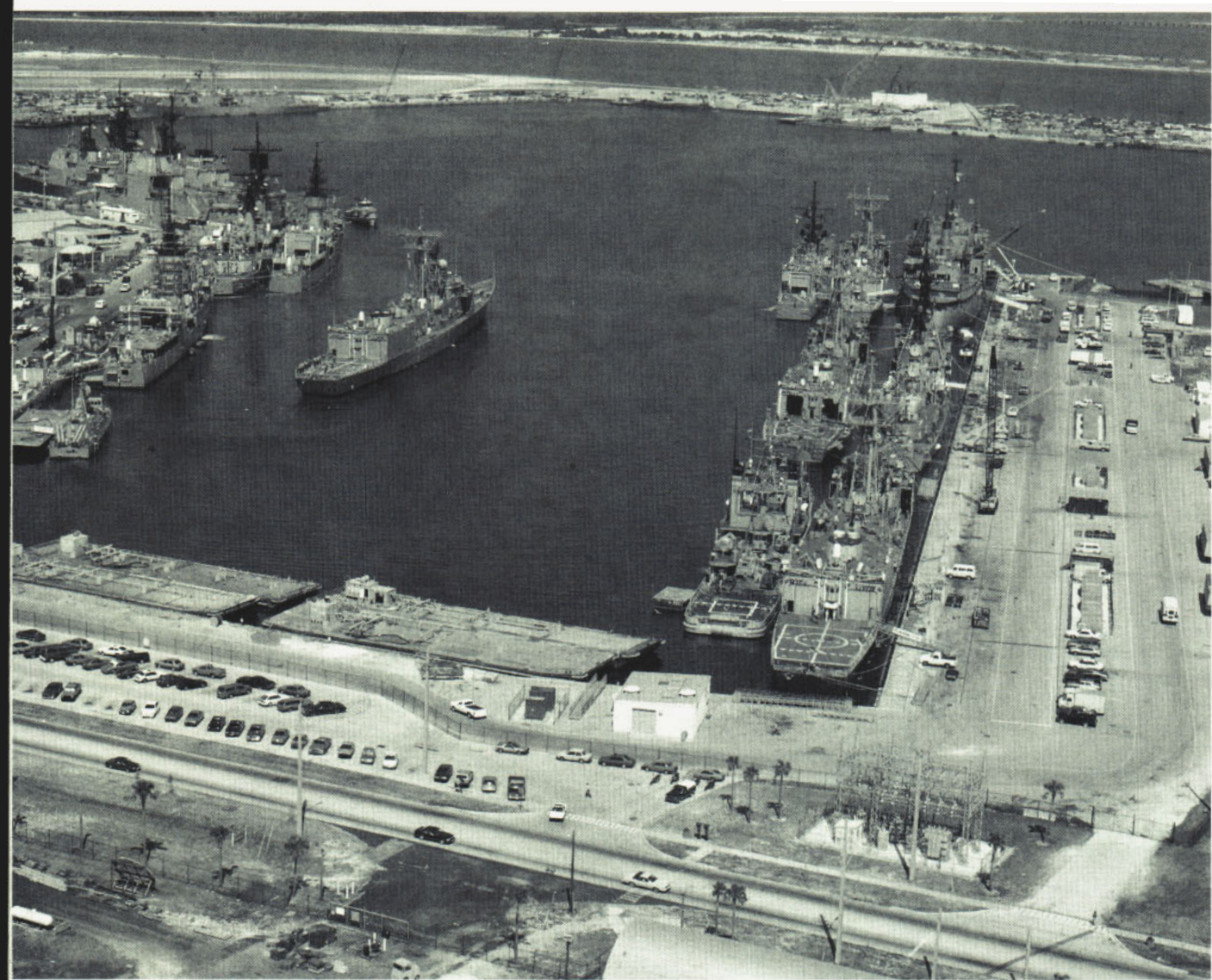


Photo by PH3 Timothy Lago



U.S. Navy photo

ADAA Harry Chapman. "I hate seeing the environment destroyed."

The need for a shipboard program became clear after the Navy selected NAS Mayport, Fla., and NAS North Island, Calif., to serve as the two shore-based prototypes. Pollution prevention initiatives such as new ways to use and maintain equipment were then introduced at these two sites to help the Navy meet its environmental goals.

Because Navy ships produce between 30 and 70 percent of the hazardous waste handled by these shore facilities, the CNO realized ships would benefit from a similar program.

"And it was an easy choice, because of the command's environmental consciousness," said Mary Jo Bieberich, a chemist and team member. "When you think about it, a command's pollution prevention rate is only as good as its awareness."

"Our efforts today will ensure a happier, healthier environment for future generations of Sailors and Marines," Baucom said.

Bieberich said the team will visit and evaluate other

▲ The Navy selected Naval Station Mayport, Fla., (above), and Naval Station North Island, Calif., as the two shore-based sites for the Navy's Pollution Prevention Program.

ships and pass on the lessons learned on *Carl Vinson*. The team expects to start 25 to 30 improvements on *Carl Vinson* before the ship's next WEST-PAC deployment.

"We want to make life healthier, happier and safer for the deckplate Sailor," Paul said. "This complicated process won't change overnight, but we'll find a way to make it happen — and fast!"

"I think it's great the Navy is setting the standards in helping keep the environment safe for our children's children," said AD3 Alvin Edwards. "I hope other services and corporations will follow our example." ‡

Dagendish is a photojournalist and Lago is a photographer's mate assigned to the public affairs office, USS Carl Vinson (CVN 70).

So far away from home

As the holidays draw near, some Sailors will be visiting loved ones, vacationing or just relaxing at home with family and friends. Not every Sailor, however, will have those luxuries.

During this holiday season, many of our shipmates will be patrolling the high seas aboard ships in the Atlantic, Pacific and points in between. The need for naval presence worldwide does not cease to exist anytime - even during the holidays.

The All Hands staff extends their gratitude to shipmates who were identified at press time as being scheduled for deployment during this season, and to their families. There are of course other deployed units that we cannot mention at this time. Seasons greetings.

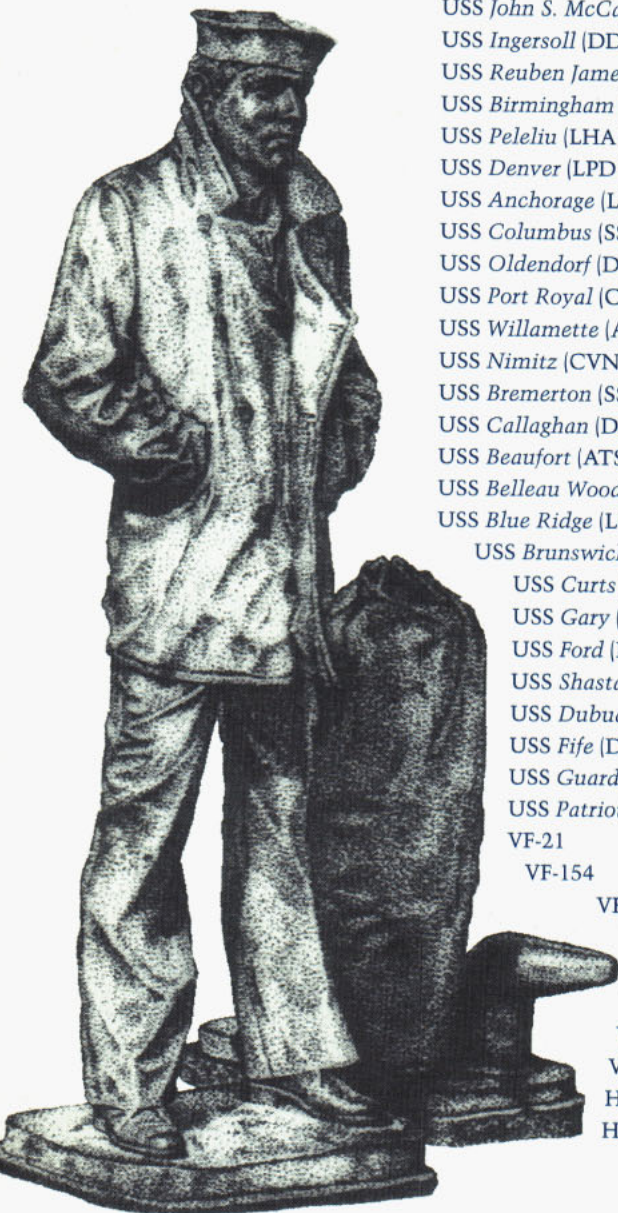
Pacific Fleet:

USS Curtis Wilbur (DDG 54)
 USS Harry W. Hill (DD 986)
 USS Honolulu (SSN 718)
 USS John S. McCain (DDG 56)
 USS Ingersoll (DD 990)
 USS Reuben James (FFG 57)
 USS Birmingham (SSN 695)
 USS Peleliu (LHA 5)
 USS Denver (LPD 9)
 USS Anchorage (LSD 36)
 USS Columbus (SSN 762)
 USS Oldendorf (DD 972)
 USS Port Royal (CG 73)
 USS Willamette (AO 180)
 USS Nimitz (CVN 68)
 USS Bremerton (SSN 698)
 USS Callaghan (DDG 994)
 USS Beaufort (ATS 2)
 USS Belleau Wood (LHA 3)
 USS Blue Ridge (LCC 19)
 USS Brunswick (ATS 3)
 USS Curts (FFG 38)
 USS Gary (FFG 51)
 USS Ford (FFG 54)
 USS Shasta (AE 33)
 USS Dubuque (LPD 8)
 USS Fife (DD 991)
 USS Guardian (MCM 5)
 USS Patriot (MCM 7)
 VF-21
 VF-154
 VFA-192
 VFA-195
 VA-115
 VAQ-136
 VAW-115
 VS-21
 HS-14
 HSL-51

USS Germantown (LSD 42)
 USS Hewitt (DD 966)
 USS Holland (AS 32)
 USS Bunker Hill (CG 52)
 USS McClusky (FFG 41)
 USS Mobile Bay (CG 53)
 USS O'Brien (DD 975)
 USS San Bernadino (LST 1189)
 USS Thach (FFG 43)
 USS Rodney M. Davis (FFG 60)
 USS Independence (CV 62)
 USS Portsmouth (SSN 707)
 USS Chicago (SSN 721)
 USNS Walter S. Diehl (T-AO 193)
 USNS Navajo (T-ATF 169)
 USNS Sioux (T-ATF 171)
 USNS San Diego (T-AFS 6)
 USNS Spica (T-AFS 9)
 USNS Zeus (T-ARC 7)
 USNS Catawba (T-ATF 168)
 USNS Effective (T-AGOS 21)
 USNS Guadalupe (T-AO 200)
 USNS John Ericsson (T-AO 194)
 USNS Kilauea (T-AE 26)
 USNS Narragansett (T-ATF 167)
 USNS Pecos (T-AO 197)
 USNS San Jose (T-AFS 7)
 USNS Yukon (T-AO 202)
 VF-24
 VF-211
 VFA-146
 VFA-147
 VA-165
 VAW-112
 VAQ-138
 HS-8
 HC-5
 VS-33

Atlantic Fleet:

USNS Saturn (T-AFS 10)
 USS Vicksburg (CG 69)
 USS Elrod (FFG 55)
 USS Oklahoma City (SSN 723)
 USS Hampton (SSN 767)
 USNS Leroy Grumman (T-AO 195)
 USS Alexandria (SSN 757)
 USS Simon Lake (AS 33)
 USS Simpson (FFG 56)
 USS Boone (FFG 28)
 USNS Apache (T-ATF 172)
 USNS Powhatan (T-ATF 166)
 USS America (CV 66)
 USS Normandy (CG 60)
 USS Monterey (CG 61)
 USS South Carolina (CGN 37)
 USS De Wert (FFG 45)
 USS Boone (FFG 28)
 USS Scott (DDG 995)
 USS Monongahela (AO 178)
 USS Butte (AE 27)
 USS Wasp (LHD 1)
 USS Shreveport (LPD 12)
 USS Whidbey Island (LSD 41)
 VF-102
 VFA-82
 VFA-86
 VS-32
 VAW-123
 VMAQ-3
 VMFA-251
 HS-11
 VQ-6, Det. A
 VRC-40, Det. 4
 HSL-42, Det. 10
 Amphibious Squadron 4
 26th MEU SOC
 BLT-26
 HMM-264 (Composite)



Sunny Florida Welcomes



Photo by PH2 Cheryl Sterk

USS JOHN F. KENNEDY

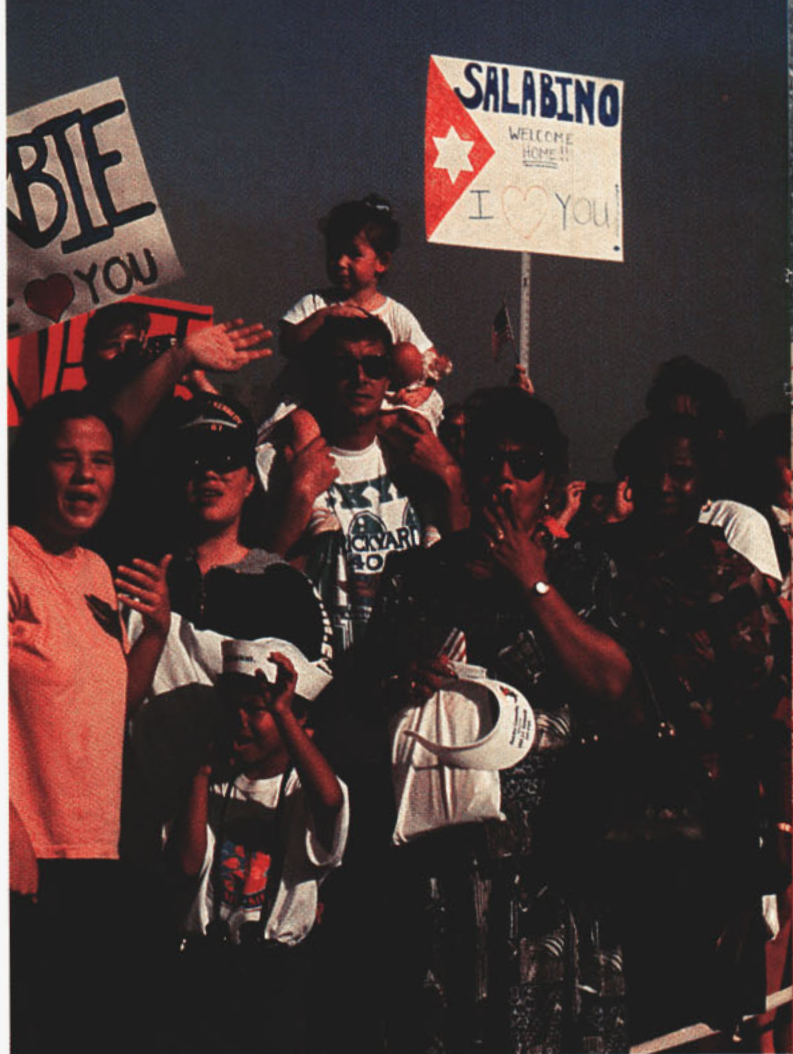
Story by JO1(SW) Jim Conner, photos by PH3 Sam Dallal

The warm morning rays of the sun and thick blanket of sticky humidity smothered the town of Mayport, Fla. More than 1,000 sweat-drenched faces stared at the horizon through the morning mist waiting for a glimpse of the floating city. A huge celebration was about to unfold.

It was 9 a.m., Sept. 22, 1995, and USS *John F. Kennedy* (CV 67) was only minutes away from pulling into its

Previous page: AE1 Henderson Hill is greeted by his wife Connita and daughter Unique, while sons Henderson, Jr. and Javier stand guard.

▼ YN1 Douglas Freudenberger waves to his wife and daughter as the ship ties up to the pier.



new home port after a two-year, \$491 million comprehensive overhaul in the Philadelphia Naval Shipyard.

Tensions were high as a local band entertained the crowd, and coffee, donuts and other refreshments were passed around. Television and radio technicians made last-minute equipment checks as newspaper reporters and photographers readied themselves to record the event.

Finally, at 9:40 a.m., many eyes filled with tears and a thunderous applause erupted from the wives, husbands, children and friends of *Kennedy's* Sailors as the mighty ship came into view.

"There are a lot of happy people out here this morning," said Heather Freudenberger, an ombudsman for *John F. Kennedy*, as she steadied her 2-year-old daughter Lauren on her hip. "We've been here since May waiting for this day to finally arrive. It's just a tremendous relief knowing the wait is over."

Her husband, Yeoman 1st Class Douglas Freudenberger has been stationed on *Kennedy* since June 1993, working in the operations department. As an ombudsman, Heather Freudenberger contacted many family members during the relocation.

"I attended monthly spouse support meetings where we organized family activities, fund raisers and provided information and referrals," explained the native of Fredericktown, Ohio.

According to Freudenberger, NAS Mayport Family Service Center (FSC) was instrumental in providing support

to help families make a smooth transition during the ship's change of home port.

Nina Buck, a financial educator at the FSC, said Mayport has been gearing up for *Kennedy's* arrival. "We've been providing a lot of assistance to family members as they've been coming to the area the past few months," she said. "Many spouses came here without knowing the cost of living in the area. We've been able to help them get jobs and places to live."

According to Buck, there is an enormous amount of support for the Sailors in the civilian community. "All you have to do is look around and see all the 'Welcome Home JFK' signs on many of the local businesses. It is a definite boost to the local economy as well."

The 1,052-foot-long aircraft carrier brings with it a crew of about 3,000 Sailors and their families. The 27-year-old ship, previously stationed in Norfolk, has been designated an Operational Reserve Carrier and Reserve Force ship. Active and reserve components will use *Kennedy* during training exercises and the carrier will make regular deployments.

U.S. Rep. Tillie Fowler of Florida, flew out to the ship the day before its arrival and rode in with the crew. "All of Jacksonville is looking forward to having the ship and its crew here for many years to come," she said. ‡

Conner is a staff writer and Dallal is a photographer for All Hands.

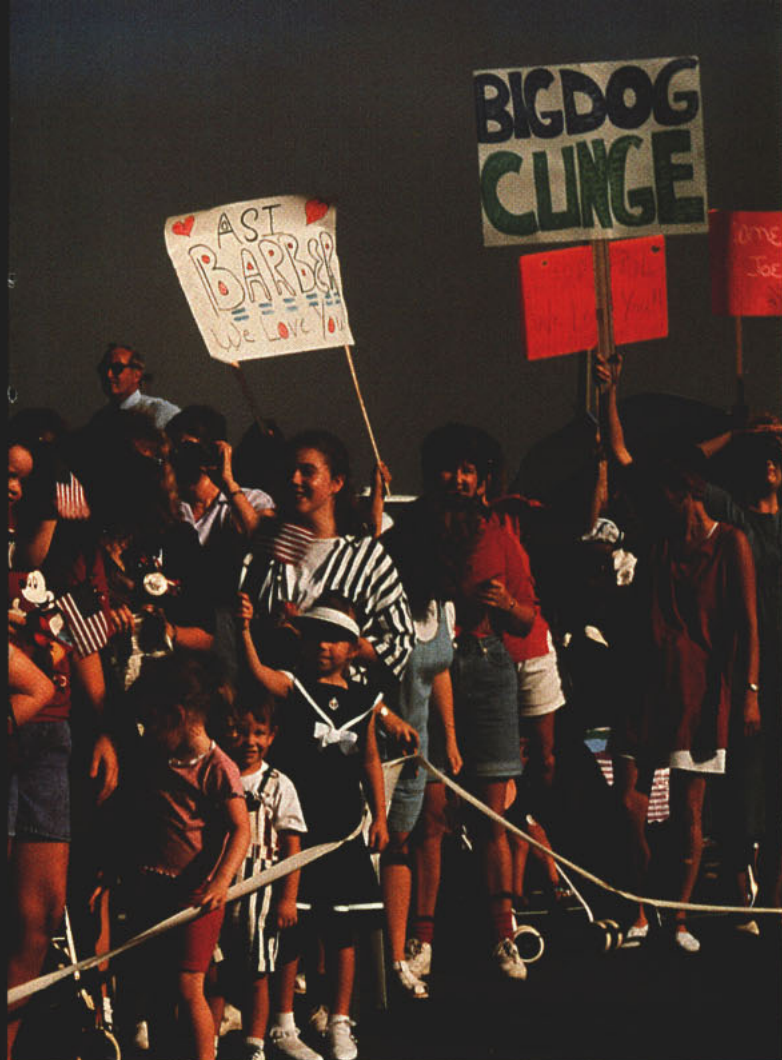


Photo by SN Rhonda Feaback

◀ Thousands of family members and friends of the crew of USS *John F. Kennedy* (CV 67) eagerly await the ship's arrival in Mayport, Fla.



▼ AVCM(AW/SW) James L. Edwards, *Kennedy's* command master chief, greets his new 10-week-old granddaughter Maria Edwards.

Photo by SN Rhonda Feaback



▲ Heather Freudenberger and her 2-year-old daughter Lauren wave to "daddy," YN1 Douglas Freudenberger, as *Kennedy* pulls into Mayport, Fla.



Photo by PH2 Cheryl Sterk

USS ABRAHAM LINCOLN'S

Green Lizards

Story by LT Dave Platte

As the red Arabian Gulf sun crept up over the horizon on a late summer morning, there was nervous anticipation on the flight deck of USS *Abraham Lincoln* (CVN 72). Air crews arrived at their jets to find a flight deck full of *Intruders*. The emergence of aircraft NH502 on the ship's elevator, coming up from the hangar bay below, completed the flight deck's readiness.

With the deck now in *Intruder* configuration, the tower issued the call to start engines. As ground crews busily completed the final stages of preparing each jet for launch, the *Intruders* taxied forward toward the ship's catapults. From the time the first jet was hurled into the sky by *Lincoln's* cats, it took less than 10 minutes to get all 14 *Intruders* airborne.

Armed with *HARM* missiles and highly explosive bombs, the Green Lizards of VA-95 conducted attack runs on 14 different targets with all planes reaching their bombs-on-target time simultaneously.

The Lizards were proud of their accomplishments. Not many squadrons, three months into a grueling Arabian Gulf deployment, can put all their aircraft airborne, fully mission-capable, achieve 100 percent target acquisition, conduct



a flawless 14-plane fly-by in formation and return to the ship for a 100 percent boarding rate — all in one launch!

"The greatest event of my naval career was the 14-plane event," said Aviation Structural Mechanic 2nd Class (AW) Lloyd Billups II, from Yakima, Wash. "I am extremely proud to be a part of the Green Lizard team. It took a huge amount of work by our maintenance department to bring that off. We were the only squadron to fly all our jets fully mission-capable in one go. I never had any doubt we could do it."

VA-95's final deployment, affectionately known as "the Lizards' last romp," represented the last stages of the phase-out of the squadron. The A-6E *Intruder*, has been the backbone of the Navy's air strike capability for 30 years.

"Our last deployment, our last day in the sun went as smoothly as

it could have. We achieved ... every goal we set, all without any hitches," said AMSC(AW) Phillip Gale, a Lyden, Wash., native. "The big players in this were the troops. They, above all others, made this cruise a pleasure."

Airman Kirk Homrighaus, VA-95 Plane Captain of the Month for August 1995, added, "We've done a lot out here to keep Iraq in check. We definitely did our job. That 14-plane fly by will live on in our memories for a long time." †

Platte is the public affairs officer for VA-95. U.S. Navy photos.

Editor's Note: The Green Lizards disestablished during November 1995. VA-75, the last squadron of A-6E *Intruders*, will deploy with USS *Enterprise* (CVN 65) in June 1996.



Don't get iced out of a vacation



Story by JO1(SW) Jim Conner,
photos by PH3 Sam Dallal

It's that time of year again — holiday shopping, sleigh-rides, decorated trees, family get-togethers and summer vacations. What? Summer vacations? According to David Boughton, director of recreation at the Navy Recreation Center, Solomons, Md., now is the best time for Sailors to plan a great escape for the summer.

"Solomons has something for just about everyone," said Boughton. "We offer some of the best fishing and crabbing in the area. We also rent bungalows, cottages, apartments and some brand new log cabins complete with new furniture."

There are also 350 campsites for trailers and tents, as well as four outdoor swimming pools, a marina, swimming beach and a 700-foot fishing pier. Visitors can rent boats of all shapes and sizes, and play miniature golf, horseshoes, tennis, racquetball, volleyball and softball.

"Our reservation book fills up very quickly," explained Boughton. "The trick is to get your reservation in early. We begin taking summer reservations January 1 for active-duty Navy."

According to Boughton, Solomons, the largest Navy Recreation Center in existence, is very



▲ Kayaking is one of the many water sports available at the Solomons Island marina.

▲ Family members enjoy a day at the beach at Solomons Island.

family oriented. "It's a wonderful place to spend a vacation with your kids. We are located about 45 miles south of Annapolis, Md., just 10 miles north of the Patuxent Naval Air Station on the Patuxent River."

Open all year round, Solomons offers fishing and duck hunting in the winter along with indoor



◀◀ The marina at Solomons offers boat slips and ramp access to vacationers with their own boats.

◀ The area's natural beauty attracts people to the recreation center for special occasions.



▲ Just before sunset a young boy tries his luck fishing near the pier.

● Wind surfing on the Patuxent River is another water sport the resort offers.

racquetball, movies on Friday night and an indoor arcade. Solomons also caters to command functions and conferences. Eligible patrons include active-duty, retired, reserve military personnel and their family members and DOD civilians. For reservations call 1-(800) NAVY-230. For more information contact David Boughton at (410) 326-7165. ‡

Conner is a staff writer and Dallal is a photographer for All Hands.





Using *Deliberate Force*

ROOSEVELT

mission accomplished

Story by JO2 John-Henry Doucette,
photos by PH3 Darren R. Downing

The aviation ordnancemen were strategically placed along the weapon's body like a pit crew around a Formula One race car. The eight-man crew huddled around a 2,000-pound, laser-guided bomb aboard USS *Theodore Roosevelt* (CVN 71) as it steamed toward the Adriatic Sea preparing for Operation *Deliberate Force*. *Deliberate Force* is NATO's biggest military operation and the largest bombing campaign in Europe since World War II.

Roosevelt Sailors were uncertain if they'd be called upon to strike against Bosnian Serb targets. What they were certain of was that they would be ready for the mission if called upon.

Ordnancemen from *Roosevelt's* G-3 division assembled more than 30 bombs for a possible attack. Each Sailor knew what would be used if the strike occurred.

"We just build," said Aviation Ordnanceman 3rd Class Joe D. Bell. AO3 Duane B. Robinson added. "We're called on to do a job and we do it, no problem."

Making bombs means nothing without the aircraft to deliver them, and more importantly, the trained teams needed to complete the strike. Enter the "Black Aces" of fighter squadron (VF) 41, embarked with Carrier Air Wing 8 aboard USS *Theodore Roosevelt*.

According to CDR Dick Bedford, VF-41's commanding officer, the Black Aces and their F-14 *Tomcats* didn't quite fit into NATO's plans because,



► A VF-41 pilot inspects a Sidewinder missile on USS *Theodore Roosevelt's* (CVN 71) flight deck during the ship's and air wing's last day of air strikes.



▲ Sailors from G-3 division aboard *Roosevelt* assemble a guidance package for a 2,000-pound bomb.

◀ Crew members spell out "TR ific" on the flight deck during the long journey home.



U.S. Navy photo

➤ A team from V-1 division moves an F/A-18 *Hornet* on the flight deck. V-1 recently completed their 20,000th aircraft move of USS *Theodore Roosevelt*'s operational deployment.



"The Navy strikes were predominantly nighttime precision strikes and the F-14 is a daytime bomber."

When they got the opportunity, a pair of *Tomcats* successfully hit their targets. "The best part was returning and seeing the faces of the Sailors on the deck when they saw we had no bombs," said one *Tomcat* aviator. "This is sort of a vindication of all their hard work. ... It shows the aircraft is still a viable platform. The Black Aces delivered 24,000 pounds of ordnance to Bosnian Serb targets between the initial *Tomcat* drop and *Roosevelt*'s departure from the Adriatic Sea." This is the first time an F-14 *Tomcat* has dropped air-to-ground ordnance in an operational mission.

That battle group action was monitored in the ship's Tactical Flag Command Center (TFCC). According to LT Herb Honaker, the battle group watch officer (BGWO), "TFCC compiled all the info for the battle group. That gives the battle group commander the strategic picture needed to make command and control decisions."

Part of the supporting cast for the evolution included operations and intelligence specialists who tracked information on a number of flashing, ever-changing displays. They also monitored and directed group communications and tracked contacts for the battle group.

"If something goes wrong, we have to be able to tell the BGWO why," said Operations Specialist 3rd Class Rick H. Kuehner, who monitors the Advanced Combat Direction System, used to identify contacts. "We also help pass our internal and external information to the battle group." Whether updating and transmitting information, directing aircraft traffic on the flight deck or assembling ordnance, *Roosevelt* Sailors played an important role in efforts to restore peace in Bosnia.‡

Doucette and Downing are assigned to USS Theodore Roosevelt (CVN 71).



▲ AO3 Duane B. Robinson, of Malden, Miss., attaches an air foil group to a 1,000-pound bomb for an ordnance build aboard *Roosevelt* during Operation *Deliberate Force*.



◀ OS3 Rick H. Kuehner monitors an Advanced Computer Display System console in *Roosevelt's* Tactical Flag Command Center.

THIS DUTY'S NOT SO TOUGH

Story and photos by JO1 Ray Mooney

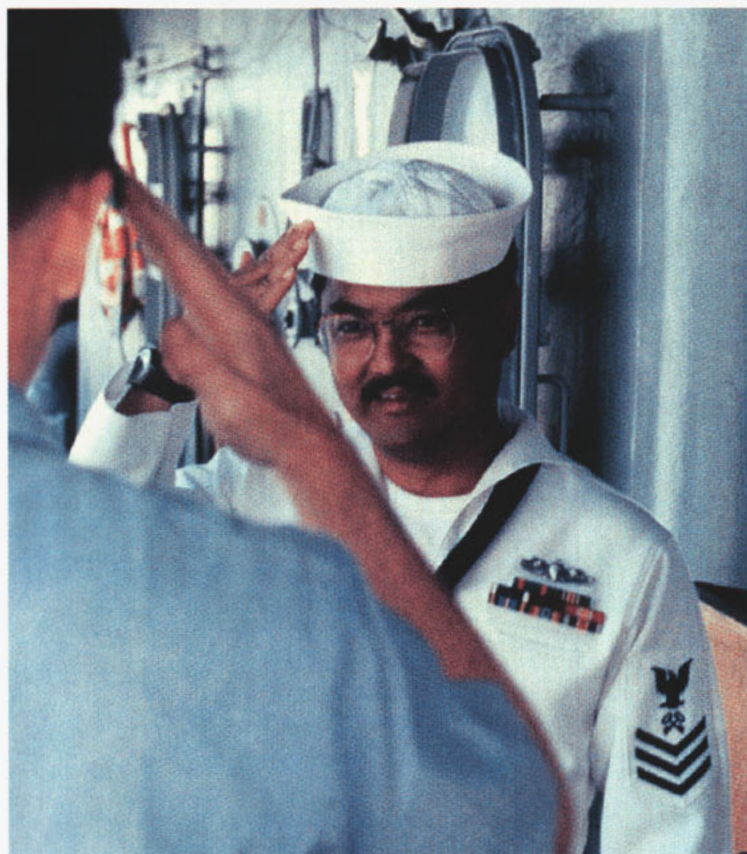
*"Liberty call. Liberty call. Liberty call
for duty sections one, two, three, four,
five, six, seven and eight."*

If you were stationed aboard USS *Anchorage* (LSD 36), you would hear that call every nine days during an in-port period. That's because the San Diego-based amphib has nine — count 'em — nine duty sections.

Last May, two messages from the force commander hit the Pacific fleet. In them, the requirement for an independent rescue and assistance detail was waived and ship commanders were encouraged to add five or more duty sections from the extra labor.

Anchorage was already in five-section duty when the word came down, so they decided to jump to nine. "We wanted to stay in multiples of three if we could," said LCDR Michael J. Carlin, executive officer, "because we realized that nine sections is just a cold-iron, in-port San Diego watch rotation. When we're steaming or when we're deployed, we'll compress to three sections because we need the bodies on board. Three goes easily into nine, so it makes for simple math."

According to Navy Counselor 1st Class (SW) Leroy E. Blakey, the command career counselor, when word of nine-section duty got out, "There was a lot of talk about it in the mess line, the store line and anywhere else [Sailors can] make a line. Fifty percent of them thought it was the greatest thing in the world if it was ever going to happen, and the other 50 percent thought



SK1 Ernie D. Alayon, from the Republic of the Philippines, stands Officer of the Deck watch aboard USS *Anchorage* (LHD 36). He is in the ninth of nine sections of duty.

it would never happen," said the Yankton, S.D., native.

It did happen, but it took a little work to get it started. "There was quite a bit involved," said Chief Fire Controlman (SW) Lance D. Collins, from Hampton, Iowa. "We rewrote some ship instructions for security, consolidated the fire parties so that one individual could do more than one job and got people who don't normally stand watches qualified."

"What we had to do was, to use a TQL phrase, break the paradigms of what people were used to doing," Carlin said. "Certain rates don't stand certain watches. Well, why not? Engineers don't stand quarterdeck watches. Why not? Engineers don't stand pier watches. Well, they do here because somebody has to. That includes radiomen, mess management specialists and anybody and everybody else in the duty section."

"You usually stand two watches a duty day, but it's what they told us to expect and it's not a big deal at all," said Fire Controlman 2nd Class Jason J. Velasquez, from Sunnyside, Utah. "It's definitely worth it."

"You stand double watches sometimes, but then you get those eight days off," said Seaman Apprentice Jesus Quezada of Los Angeles. "And since we're getting ready for deployment, it gives you time to work things out financially, and time to go home to your family."

Transitioning to nine sections wasn't difficult for many of the Sailors aboard *Anchorage*. Basic and Advanced Damage Control training gave them most of the qualifications they needed anyway, so it's not that tough. "As long as Sailors are up to par on what they're supposed to do, it's easy. You already have to get qualified for everything anyway. So as long as you're on the ball there's no problem," said Seaman John Gordon of Indianapolis.

And according to both the command career counselor and the XO, work productivity is up during regular working hours. "The first rule we put out was you cannot dog your duty sections," Blakey said. "They're here specifically for the fire party and standing watch. There's no down time for the duty section."

"Basic sweepers, cleanliness and housekeeping stuff is what's being left," Carlin added. "It's not 'go down and change out six pumps tonight because we didn't

have time to do them today.' We don't do that."

There is no hot work after regular working hours. The same goes for fuel pumping. That decreases the chance of a fire. "We just don't do dangerous things after hours," Carlin said.

Damage Control Central doesn't have to be manned constantly because firemain pressure and ship's alarms can be monitored from the quarterdeck. The messenger of the watch and roving patrol become a one-Sailor job after 4 p.m. And, according to Carlin, every change they've made complies strictly with existing fleet instructions. "We're very careful about that. We didn't want to break any rules," he said.

No waivers were requested, no rules bent or broken. The ship is just working a little harder at working a little smarter. And according to Seaman Apprentice Justin Huntington, from Garden City, Kan., every moment has been worth it. "It's everybody helping each other out and making this whole thing work. A little bit of effort from everybody has made it worthwhile for the whole crew." ‡

Mooney is a San Diego-based photojournalist for All Hands.



SN James W. MacMeekin (foreground) and EN3 German Ceda restow a hose after firefighting training on the flight deck. They are both in Duty Section 9 aboard USS *Anchorage*.

SAILORS WHO CARE DO THEIR FAIR SHARE

Story by Seaman Rhonda Feeback,
photos by PH2 Antonio Borges

Time was of the essence on the United Way's "National Day of Caring" for the 39 Seabees from Construction Battalion Unit (CBU) 420 who reported at 6 a.m., to begin construction on a three-bedroom home. With only a concrete slab that had been poured a few days earlier, the Seabees labored in an all-day rain to complete the project for Habitat for Humanity-Jacksonville, Fla. (HabiJax).

"We set a goal we were confident could be accomplished," said Chief Builder David Wall, "and we surpassed it." By the end of the day they achieved their goal of getting the structure up and the roof sheathed. The Seabees did not stop their giving there.

They also installed the doors and windows.

"They said they would have it up in one day, and they did," said HabiJax Volunteer Coordinator Andrea Robinson. "They worked straight through lunch with a piece of chicken in one hand and a hammer in the other."

The Sailors of CBU 420 were just a few of the more than 230 Sailors from Naval Station Mayport to show



the city of Jacksonville just how much they cared. The United Way's campaign focused attention on helping people in need and throughout the day, Sailors performed a variety of community service projects including painting, general maintenance and construction. ‡

Feeback is assigned to the public affairs office, Naval Station Mayport, Fla. Borges is assigned to Fleet Imaging Center, Jacksonville, Fla.



▲ Members of CBU 420 of Mayport, Fla., install exterior siding and roof panels on the HabiJax house.

● CMC Larry Dean of Marino Valley, Calif., (left) and CWO3 Millard M. Stump of Albuquerque, N.M., install the windows.

◀ SWCN William R. Kleiman of Honeoic, N.Y., nails roofing on the house being built by members of CBU 420, during the annual United Way Day of Caring in Jacksonville, Fla.

Ship named for Fishers

Story and photo by Scott B. Vanier

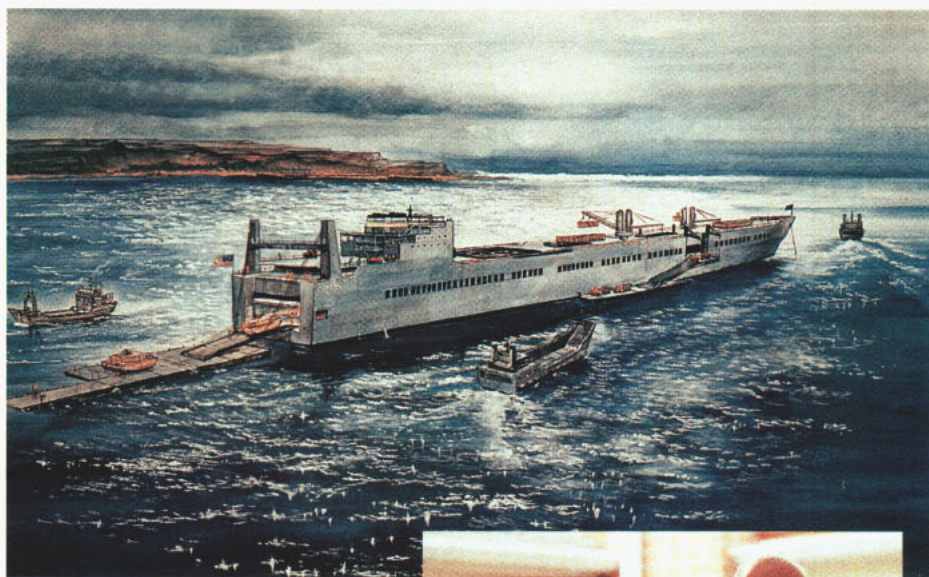
Secretary of the Navy John Dalton was one of many dignitaries on hand at Naval Air Station Norfolk to celebrate the 85th birthday of Zachary Fisher, a renowned philanthropist whose humanitarian efforts have helped thousands of military personnel and their families over the years. Among his and his wife Elizabeth's most generous projects has been the endowment of houses near military hospitals – Fisher Houses – which enable families of critically ill children to live near the hospitals where their children receive treatment.

At the celebration, Dalton had the opportunity to reward the Fishers for their unselfish devotion to the armed forces. "One of the great privileges I have as Secretary of the Navy, is the authority to recognize those individuals who perform heroic deeds on behalf of the naval service," said Dalton to more than 400 guests.

"Those gathered here tonight know there are few people who have done more for our Sailors and Marines in times of great personal need than Zachary and Elizabeth Fisher," said Dalton. "ADM Mike Boorda joins me in announcing the next strategic sealift ship of the *Bob Hope*-class will be named United States Naval Ship *Fisher*."

The announcement came after the dedication of the 23rd Fisher House at Naval Medical Center Portsmouth.

Built on government land, these

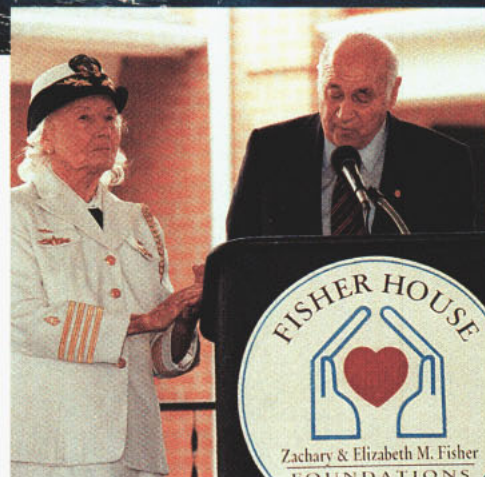


USNS *Fisher*

homes offer a solution to the emotional and financial problems that visiting families struggle when they face an extended time away from home. Fisher Houses enable family members to remain close to in-patient loved ones and to find support from others in similar situations.

It is the Fishers' goal to have at least one Fisher House at every military hospital in the country. The Fishers have supported military men and women and their families in other ways as well.

In 1983, the Fishers donated money and offered assistance to each of the families of the 230 victims of the bombing of the Marine barracks in Beirut; in 1989, to each of the families of the 47 Sailors lost in the gun turret explosion aboard the battleship *Iowa*; in 1995, to each of the families of the four Army Ranger trainees lost in a



Zachary and Elizabeth Fisher were delighted by the announcement that the next strategic sealift ship will be named USNS *Fisher*.

training accident in Florida; and most recently, to each of the families of Navy personnel lost in an aircraft crash in New Mexico.

"The U.S. Navy and Marine Corps could not find truer friends than the Fishers," said Dalton. "As a citizen of this great country, I am extremely thankful for the devoted efforts of these patriots." ‡

Vanier is a journalist with the *Flagship*, Norfolk.

Around The Fleet...

Computers/On Line...

USS *Inchon* (MCS 12) has combined computer training and their Learning Resource Center (LRC) into

a multi-purpose facility.

The center has 12 IBM compatible, 486-66 MHz computers with 12 CD-ROMs, two laser-jet printers as well as basic software.

The crew uses the facility

to write letters home, make greeting cards, learn foreign languages, study trigonometry or reference *Compton's Encyclopedia*.

Inchon's plans are to continue upgrading software, install an automatic virus scanner so crew members can bring in their disks and eventually expand the command's capability to INTERNET and other interactive systems. ‡



Photo by AN Nedy Torres

DPC Michael McNalley demonstrates *Inchon's* new Learning Resource Center to RADM John D. Pearson.

Awards ...

Camp Courtney, Okinawa, Japan. Fifty years after a wounded 18-year-old corpsman defended his injured patient against a Japanese

counterattack during the Battle of Okinawa, Medal of Honor recipient, Robert E. Bush and more than 100 guests attended a Rededication Ceremony at the U.S. Naval Hospital Bush Branch Clinic, Camp Courtney.

The clinic was originally dedicated July 14, 1988. It provides medical and dental care to 6,000

service members and their families.

"I'm humbled because what I did was only the same thing I had been doing the previous 31 days of the battle," said Bush during the ceremony.

Bush was on patrol with Rifle Company, 2nd Battalion, 5th Marine Regiment, 1st Marine Division, when he received serious grenade wounds to his back, stomach, arm and eye. Despite his injuries, Bush continued to provide medical aid to his Marines. When a Japanese assault on his position threatened the life of the Marine officer he was treating, Bush drew his pistol and later found a discarded carbine rifle to repel the attack. ‡

Medal of Honor recipient, Robert E. Bush listens as HM1 Ron Albaugh reads the inscription on a plaque presented to Bush from the U.S. Naval Hospital, Okinawa, corpsmen. During the Battle of Okinawa, the last major battle of World War II, more than 16,000 American servicemen and more than 250,000 Japanese servicemen and Okinawan civilians died in the 83-day-long battle.

Photo by Marine Corps Cpl. Jeff Hawks



Around The Fleet...

Computers/On Line...

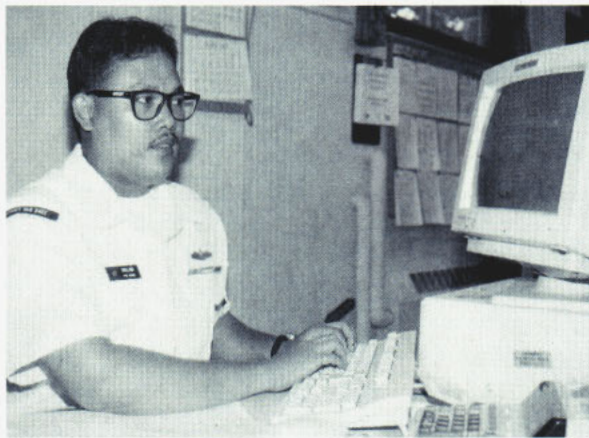
Naval Air Facility Atsugi, Japan, Disbursing Clerk 1st Class Marco A. Vallido, the military pay supervisor at Atsugi's customer service desk, received \$4,600 for creating an on-line LES data base program that keeps track of pay information on command personnel.

However, the On-line LES program can be used for more than printing pay statements. Its query function can pinpoint people in the command drawing special entitlements, allowances, reenlistment bonuses, etc.

What's most amazing is that before Vallido reported to Atsugi, the 29-year-old Manila, Republic of the Philippines, native had almost no automation

know-how. He learned through self-study and by taking two courses at Central Texas College. It only took him a week to write the software and customer service tested it for a year.

When On-line LES is fully implemented, more than 10,500 pay records will be on-line, saving the Navy more than \$291,000 yearly. On-line LES is being evaluated for possible Navywide use. ‡



Defense Language Institute Foreign Language Center at the Presidio of Monterey, Calif., has placed their sponsorship program and Welcome Aboard packages on the INTERNET's World Wide Web.

Transferring personnel can fill out the Navy's first INTERNET version of the Navy form Sailors use to request a sponsor. The Naval Security Group Detachment (NSGD) at the Presidio will respond within 24 hours by return E-mail or fax with a sponsor assignment.

The Welcome Aboard package option includes information about the command and the

Monterey area. Plans are to provide color photographs of barracks, individual rooms and typical language classrooms. The text automatically references the nearby Naval Postgraduate School that provides family services.

INTERNET access to the NSGD Monterey Welcome Aboard package is: <http://vislab-www.nps.navy.mil/~lott/nsgdhome.html>. Commands wanting information on how to prepare a similar program should contact CDR Gus Lott at DSN 878-5213, (408) 242-5213, fax: 242-5417, E-Mail: lott@nps.navy.mil. ‡



Naval Computer and Telecommunications Station, San Diego, Sailors were recognized for their work on Message Text Format (MTF) Editor 4.0 at ObjectWorld '95. NAVCOMTELSTA was selected for the "best reuse of old programs and parts" when creating new applications. An awards ceremony was held during the exposition.

The award, open to government and commercial organizations, recognizes reduction of software development costs through reuse and the application of software engineering principles. ‡

Awards ...

Training Command U.S. Atlantic Fleet, Hampton, Va. Machinist's Mate First Class James B. Boehnke received the 1995 NonCommissioned Officers Association (NCOA) Military Vanguard Award.

The Vanguard Award is presented each year to a military member from each branch of service for acts of heroism.

MM1 Boehnke, of Moline, Ill., received the award for rescuing a 90-year-old neighbor from a burning house. When Boehnke entered the burning house he found two disoriented rescuers looking for the victim. After Boehnke led them to the semi-conscious victim, the three formed a human chain and dragged the victim through the smoke and flames to safety. Had it not been for Boehnke's quick thinking, his neighbor – and perhaps the rescuers – would have perished in the fire.

The NCOA is a non-profit, fraternal organization founded in 1960 to promote and protect the rights and benefits of enlisted personnel in all five branches of the U.S. Armed Forces. †



Photo courtesy of NCOA

MM1 James Boehnke (second from left) received the NCOA's Military Vanguard Award from NCOA President Charles R. Jackson (left). Boehnke's wife and Master Chief Petty Officer of the Navy ETCM(SW) John Hagan are to the right.

Recycling...

Naval Base Pearl Harbor donated more than \$1,000 in proceeds from the Navy/DOD Recycling Center to the Navy-Marine Corps Relief Society (NMCRS).

In less than three months the recycling center, which averages a 72 percent profit on all recycled materials, set up bins to accept aluminum cans, newspaper, cardboard and glass bottles from nonappropriated sources, resulting in the savings.

"The timing of the check was especially exciting, because it arrived during our annual fund drive," said Dawn Josiah, head book-



Photo by JOC Darrell E. Crandall

Recycling center worker loads aluminum cans into the magnetic separator prior to baling the cans for sale to vendors.

keeper for the Hawaiian NMCRS auxiliary. "[This] will all come back to Hawaii's Sailors and Marines." †

New ideas...

USS *Beaufort* (ATS 2) filled all watch positions with enlisted personnel while returning from a salvage exercise at Chinhae, South Korea, and a *Harpoon* missile shoot at Okinawa.

From the Officer of the Deck (underway) and Engineering Officer of the Watch in the main propulsion space to the most junior watch station, *Beaufort's* enlisted Sailors ran the show with the full confidence and trust of their Commanding Officer, LCDR A.L. Langston.

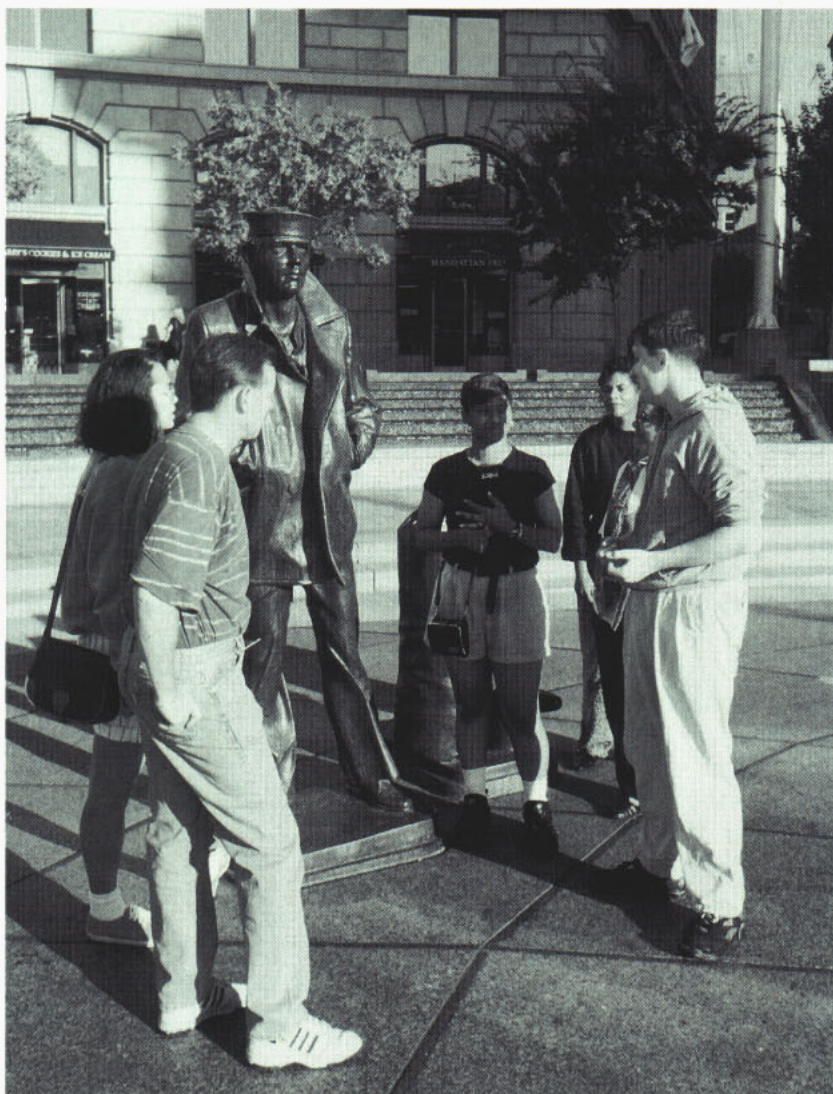
Every watch stander must qualify by investing many hours studying theories, concepts of ship handling and engineering



casualty procedures and then pass a grueling two- to four-hour oral board.

"In achieving EOOW, I exerted lots of effort to attain my highest goal," said Hull Maintenance Technician 2nd Class (SW/DV) Gary Cote. "Without the encouragement of my superiors, I would not have done it." †

Smart ideas Start in Washington, D.C.



Story by JO3 Jeremy Allen

As the Sailor steps off the bus, the weight of his seabag crushes the ribbon pins in his once-crisp uniform and the pain of exhaustion sweeps through his body. Not knowing what's ahead, he gathers up his bags and stumbles into his new personnel support detachment (PSD).

Nothing is familiar. Thoughts of new chiefs, new petty officers and new working hours race through his mind. As he wonders how he

got here, the disbursing clerk interrupts his thoughts by asking for his receipts. What receipts? One more thing to learn, he thinks.

To help this Sailor start on the right track, his new chief takes him to Smart Start. Created in 1990 by the Relocation Assistance Program and the Navy Family Service Center for the service members and their families in the Washington, D.C., area, Smart Start is a week-long information forum that provides hands-on training about



Photo by PH3 John Hudak

◀ Bill Schwab talks about personal financing and the cost of living in the Washington area to a group of Smart Start students at Naval Station Anacostia, Washington, D.C.

check-in procedures.

The Smart Start program is staffed by seven enlisted personnel ranging from E-1 to E-9. "It was created to help newly arriving military members understand the area as they check into their new commands," said Yeoman Seaman Gary E. Guisinger, a Smart Start staff member.

"Smart Start can also provide Sailors a smooth transition from their last command to the new one. It's a great opportunity to learn useful information," Guisinger said.

The program involves four days of classroom time and one day of local sightseeing. Representatives from various offices send personnel to answer any questions a Sailor may have. Representatives come from housing; transportation and household goods; Navy Campus; PSD; and medical and dental. A financial representative also gives advice on coping with the high cost of living. Smart Start concludes with a USO-guided tour of Washington, D.C., including a visit to the Navy Museum at the Washington Navy Yard.

YNCM(SW/AW) Kenneth G. Mutzabaugh, also a Smart Start staff member said, "The Smart Start program is simply an



Photo by Don S. Montgomery

◀◀ AK3 Dean C. Plankey, a Smart Start tour guide, describes the many sites in Washington, D.C., while standing in front of the Lone Sailor at the Navy Memorial.

◀ A tour of Washington's most popular monuments takes Smart Start classes near the Capitol.

abbreviated one-week course which allows new military members and their families to check into the command and area, sort of like 'check-in' on a ship."

The Smart Start staff also provides hospitality kits for Sailors who don't have the basic necessities for their homes. This kit includes everything from futons to forks. "If anyone needs something that Smart Start doesn't have, we will try our best to find it," said Gas Turbine System Technician (Electric) 1st Class (SW) Tim W. Sexton, a Smart Start staff member.

Personnelman Seaman Recruit Alan J. Watson, a Smart Start student said he "learned a lot after only two days of class." He recom-

mended the program to everyone. According to Sexton, Smart Start is a very valuable program. "It can help anybody and everybody with something." †

Allen is a staff writer for All Hands. Hudak, Dallal and Montgomery are assigned to Naval Media Center, Washington, D.C.

More information on this program is available by writing to the Navy Family Service Center, 2701 S. Capitol St., S.W., Naval Station Anacostia, Washington, D.C. 20374 or by calling DSN 288-6057/9416 or (202) 433-6057/9416.

Navy tests first fiberglass ship

Story by JO1(SW) Jim Conner

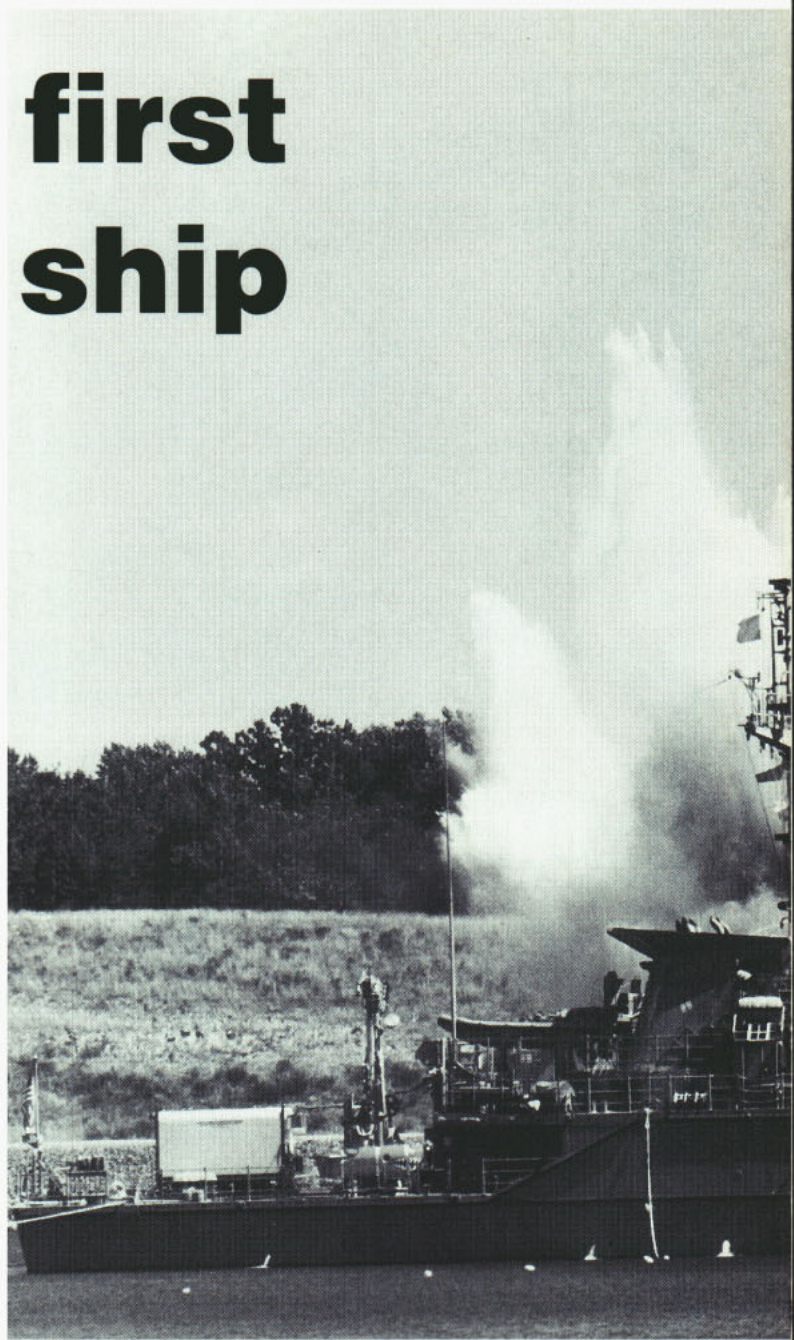
The ship sat motionless on the glass-like water that mirrored the crisp, white clouds in the blue sky above. A dreadful calm enveloped the crew, some of whom sat perfectly still and silent, staring at instrument panels as tiny beads of sweat raced down their faces. They were waiting for the inevitable.

Suddenly an underwater explosion sent a shock wave slamming into the ship's hull, tossing it around like a toy in a bathtub. General quarters was sounded as all hands rushed to their battle stations.

This scene was recently played out numerous times on a man-made pond at Aberdeen Proving Ground Test Center in Aberdeen, Md., as the Navy shock-tested the lead ship of a new class of coastal minehunters — USS *Osprey* (MHC 51). A series of high explosives was detonated at various depths to test the ship's survivability.

According to CDR Philip N. Johnson, resident supervisor of construction in Savannah, Ga., the ship is made entirely of fiberglass, and was the first one of its kind to undergo this type of testing. The \$3 million testing pond was originally built to test parts of *Seawolf* (SSN 21), the Navy's newest attack submarine.

"We used this pond for two reasons," said



Johnson, also a native of Savannah. "First, we get a more precise test and second, it's environmentally safe. No sea life is harmed."

LCDR Joel T. Griner Jr., *Osprey's* commanding officer, explained what the tests proved. "We were able to prove the ship can withstand a certain amount of battle damage and shock and the crew was able to put all their training into practical application. So we proved out the ship and the crew in one trial," said the native of Perry, Fla.

"I'm very proud of this crew," said Griner.



U.S. Navy photo

USS Osprey (MHC 51) goes through shock testing.

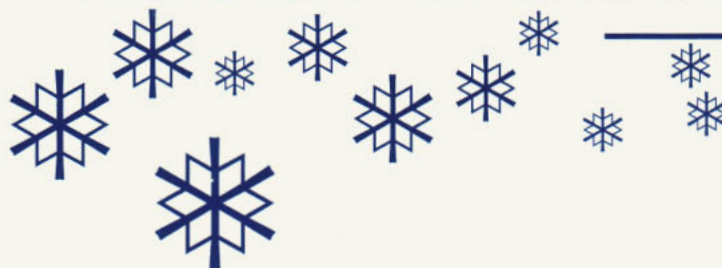
"They are a very aggressive group of Sailors, most of whom volunteered to be stationed on this ship."

Operations Specialist 2nd Class Christopher Galley from Clearwater, Fla., is one of the volunteers among the crew. "Our crew is a lot tighter than most because we have to work together and cross train on different jobs," he said. "One of the reasons I volunteered was because I knew this ship would be different in that I would have a lot more responsibilities."

Commissioned in 1992, *Osprey* has a unique glass reinforced plastic (GRP) hull, with advanced acoustic, shock and magnetic silencing and high-tech electronic systems to achieve a major advance in minehunting capabilities. Homeported in Charleston, S.C., the ship has a crew of five officers and 46 enlisted. *Osprey* is scheduled to change its home port to Ingleside, Texas, in early 1996. ‡

Conner is a staff writer assigned to All Hands.

Winter Driving



Story compiled by JO2(AW) Alida Toler

“It doesn’t matter, I’ve got four-wheel-drive” is what you might be tempted to say as you maneuver your way along an icy or wet thoroughfare. Unfortunately, four-wheel drive isn’t the cure-all for handling snow, ice or dangerous road conditions.

Granted, four-wheel drive vehicles distribute 60 percent of wheel maneuverability to the rear wheels and 40 percent to the front wheels. This helps with forward traction and lessens the engine’s strain, but a four-wheel drive vehicle is not invincible. The friction between the tires and the road, along with the driver’s knowledge, skill and common sense are what keep the vehicle on the road. The following rules should be followed during winter driving to help reduce the risk of an accident:

- Keep a winter survival kit in your car. Useful items include an installed CB or portable CB to radio for help; a blanket, towel and extra clothes (don’t forget warm socks); traction mats and an abrasive such as cat litter or sand; snow brush; ice scraper; lock antifreeze; flashlight; flares or triangles and booster cables. You might also want to store some high-energy food in your glove compartment. Foods that keep well are granola bars, peanuts and beef jerky.

- Drive slowly enough for conditions.

- Anticipate turns, stops and lane changes so you can make them gradually to avoid skidding.

- Ice is most slippery when it is beginning to melt, so take extra care when the temperature is just above freezing. Bridges and low-lying areas freeze first and thaw last, so slow down before you get to them.

- Skidding is caused by quick movements, sudden braking or excessive speed on wet or icy roads. If you do go into a skid, don’t panic. If the road is flat, ease up on the accelerator (don’t use the brake) and steer in the direction of the skid until you get traction.

Preseason check list

Brakes

Battery, water or antifreeze levels

Belts

Tires, “all weather” or snow tires

Wipers

Antifreeze level in radiator

Windshield washer fluid has antifreeze

Emergency kit in the trunk contains the following:

Flares or a portable emergency flash

Blanket

White cloth (for tying onto antenna, signaling need for assistance)

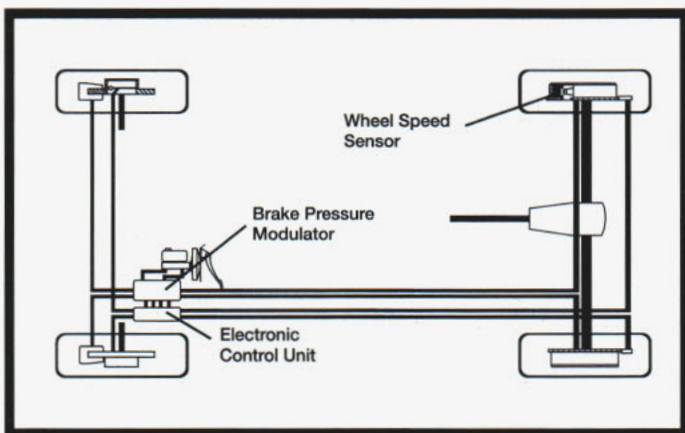
Tire chains

Jumper cables

Salt, sand or kitty litter, traction mats or old carpet squares (to help with traction problems)

Shovel

Window scraper



An overhead view of an ABS system.

• To avoid downhill skids, slow at the crest of the hill and go down the hill using the brakes as little as possible. If you do skid, ease up on the accelerator and steer in the direction you want the car to go. As soon as you start to straighten out, turn the wheels gently in the opposite direction (counter-steering) to avoid over-steering.

* If you begin skidding while going uphill, turn your wheels in the desired direction. Don't use the brakes until you are back in your lane. On front-wheel drive cars, correct the skid with gentle acceleration. Rear-wheel drive makes correction a little more difficult.

There are two kinds of brake systems; standard and anti-lock. Use a pumping technique when driving a car with standard brakes. Standard brakes should be "pumped" while braking and turning into the direction of the skid. Motorists also are accustomed to pumping their brakes to prevent wheel lockup.

Anti-lock brakes (ABS) do not prevent the vehicle from losing control. ABS brakes prevent the wheel from locking up during a panic stop and in a shorter distance, particularly on wet or slippery road surfaces. Press firmly on the brake pedal if the vehicle has ABS.

When the pedal is pushed on a car equipped with anti-lock brakes, some motorists notice a pulsing sensation. The anti-lock brakes are doing their own "pumping." Do not pump the pedal. If you do, you will defeat the purpose of the ABS or reduce the effectiveness of the brakes.

Experience will help you know which is better for you and your vehicle. Practice by going to an abandoned parking lot and purposely "lose" control. This will help you know how you and your vehicle will perform during hazardous road conditions. †
Toler is a staff writer assigned to All Hands. Information courtesy of the National Highway Traffic Safety Administration.



Anti-lock Braking systems, Traffic Safety Tips

What is ABS?

An anti-lock braking system (ABS) automatically controls braking pressure to prevent the wheels from locking during braking.

Why are anti-lock braking systems beneficial?

Motorists, confronted with emergency situations, often press too hard on the brake pedal, causing the vehicle's wheels to lock, which causes skidding and loss of control. ABS prevents wheel lock-up, and allows drivers to maintain control of their vehicles even in panic stop situations. Most anti-lock systems also enable the vehicle to stop in a shorter distance, particularly on wet or slippery road surfaces.

How do they work?

Wheel speed sensors detect wheel lock and send signals to cause brake pressure. The ABS then reapplies braking pressure to maintain maximum braking. ABS, in effect, pumps the brakes like a driver would, only much faster. During ABS operation, drivers should expect to feel the brake pedal pulsating, and should continue applying pedal pressure as required.

Current anti-lock systems can release and reapply the brakes as many as 15 times per second. By allowing the wheels to continue rolling, the driver is always able to maintain control and stop the vehicle on slippery surfaces in a shorter distance than would be possible otherwise.

What are the major components of ABS?

The typical anti-lock system includes the following major components:

- Wheel speed sensors measure wheel speed, and then transmit this information to an electronic control unit.
- The electronic control unit receives information from the sensors, determines when a wheel is about to lock up, activates the brake pressure modulator and detects any malfunction of the ABS.
- The brake pressure modulator reduces, holds and restores pressure to one or more brakes, independent of the driver's brake pedal effort.

Some anti-lock systems control only the two rear wheels and others control all four wheels of the vehicle. In general, the four-wheel systems provide better stability and control during braking, but are more expensive.

In the event of a malfunction in the anti-lock system, a warning lamp on the instrument panel alerts the driver that the ABS is in need of repair. But the vehicle's normal brakes will still function.

Deadly combination:

Child safety seats and air bags don't mix

The National Highway Traffic Safety Administration (NHTSA) warns that using front- or rear-facing child safety seats in the front seats of cars and trucks with air bags can be a deadly combination.

NHTSA tests showed front- or rear-facing child seats protrude too close to the dashboard in the front seat of a vehicle with dual air bags. When an air bag suddenly inflates, it "punches" the child's seat and can cause serious, even deadly injuries.

The solution is to put the infant's seat in the back seat of the vehicle where children of all ages are always safer, according to NHTSA.

For vehicles without a back seat, such as trucks and sports cars, the NHTSA has added an amendment to the Federal Motor Vehicle Safety Standard. The amendment permits manufacturers to install a manual cut-off switch for the passenger side air bag in cars manufactured before Sept. 1, 1997, and light trucks manufactured before Sept. 1, 1998. NHTSA also requires manufacturers to place warning notices on sun visors alerting parents of the potential dangers of child safety seats in front passenger seats of air bag-equipped vehicles.

The 1996 Ford Ranger will offer the first air bag cutoff switch. The switch on the instrument panel can be turned to "off" by using the ignition key. ‡

****Injuries Prevented and Lives Saved**

- In 1994, it is estimated that 308 children under age five were saved because they were seated in car seats during a motor vehicle accident.
- In 1994, 100 percent use of child safety seats could have prevented approximately 532 deaths and about 57,000 serious injuries to children under age five.
- From 1982 through 1994, 2,655 children, age four and under, were saved as a result of safety seat use.

****Child Safety Seat Laws**

- All 50 states plus the District of Columbia, Puerto Rico and the U.S. territories have child passenger safety laws.

****Child Safety Seats are:**

- 71 percent more effective in reducing fatalities.
- 67 percent more effective in reducing the need for hospitalization.
- 50 percent more effective in preventing minor injuries.



Photo by PH3 Sam Dailai

Parents should always correctly strap their children into car seats before driving them anywhere.

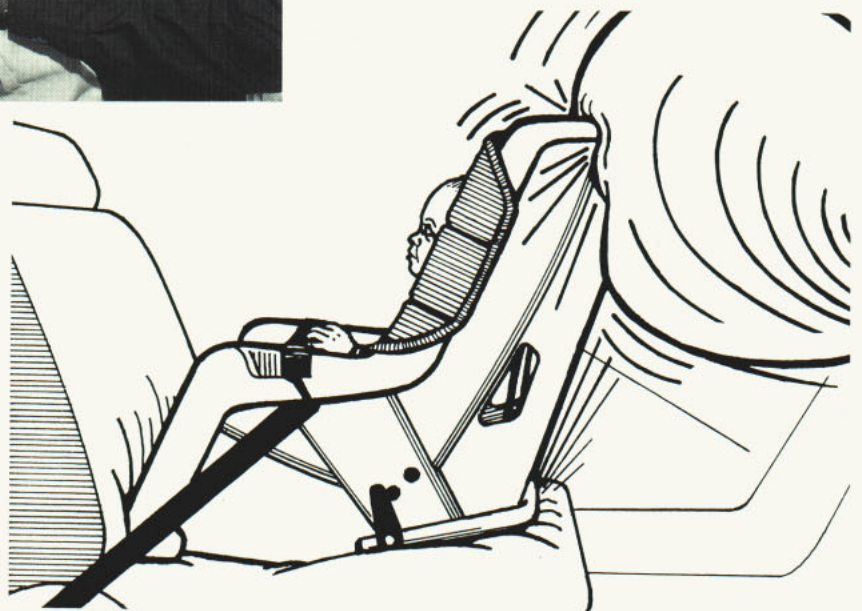
— **DO** use a safety seat correctly.

— **DO** read and follow the instructions that come with the safety seat, and the vehicle's owner's manual.

— **DO** try the safety seat in the vehicle to check for a snug fit.

— **DO NOT** position an infant safety seat so it faces forward. Infant seats are designed to face the REAR of the vehicle.

— **DO NOT** secure a child safety seat with automatic safety belt system without first reviewing the instructions given in the vehicle's owner's manual. It may be necessary to use a special locking clip or



install a manual lap belt to secure the child safety seat correctly

— **DO NOT** place a child safety seat in the front seat of a vehicle with a passenger-side air bag unless the air bag has been deactivated. Activate the air bag only after removing the child.

— Many current combination lap/shoulder belts require the use of a regular locking clip (which comes with a child safety seat) to secure a child seat correctly.

— Parents or others with questions about the cutoff switch or child passenger safety are encouraged to call NHTSA's toll-free auto safety hotline at:



1- (800) 424-9393.

***Statistics provided courtesy of National Highway Traffic Safety Administration.*

Bearings

Carl Vinson Sailors build relationship with youth

Gallons of water showered down on swimmers and sunbathers as the young man leaped off the diving board. He wrapped his arms tightly around his legs and, like a rock, smacked the water with a hard, loud splash!

That was just the beginning of a day filled with barbecuing, baseball and bonding between USS *Carl Vinson* (CVN 70) Sailors and young boys from the Hanna Boys Home in Sonoma, Calif.

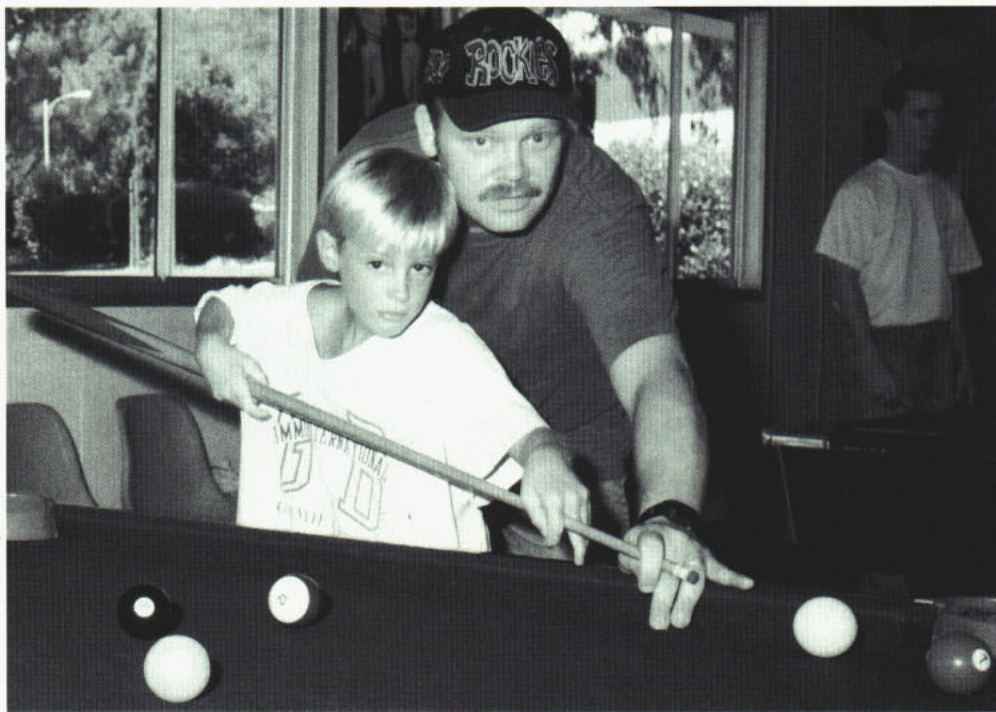
"It's important for Navy personnel to be involved with their community," said *Carl Vinson's* Commanding Officer CAPT Larry Baucom. "Making a difference in someone's life is what community involvement is all about — and I'm proud of our Sailors for their involvement."

Founded by the late Monsignor William J. Flanagan more than 60 years ago, Hanna Boys Home was established to give troubled young boys a second chance at life through an educational and spiritual curriculum.

"I wanted to spend time with the boys while doing something good for the community," said Hull Technician 1st Class Ken Address. "Just being here for them is the best way to show you care."

"Watching their faces light up as we arrived was like seeing an excited toddler on Christmas morning!" said one Sailor as he left the gym with two of his students.

"You are the greatest!" Data Systems 2nd Class Bob Erhardt told student Blake Tompkins as they traded childhood stories. "I enjoy this type of volunteer work and jump at the chance to help out whenever I can," said Aviation Boatswain's Mate (Aircraft Han-



dling) 2nd Class Wade Eppler.

"I love kids and wanted to help out," said Dental Technician 2nd Class Mike Pearson, as he and a small group of boys strolled up to the barbecue grill.

Nick Kimber, a student at the home for nine months, said it's the concerned teachers and Sailors who have helped him develop a positive attitude toward his schoolwork and his life.

"I like my teachers because they encourage me to live up to my potential," Kimber said. "They treat me like an adult and give me every chance to put 100 percent into everything I do."

Following the barbecue, Sailors, students and faculty piled into the gymnasium where Baucom praised the students for their scholastic and personal achievements.

"I congratulate each of you for what you've accomplished, and

ABH2 Wade Eppler instructs Blake Tompkins, a student at the Hanna Boys Home, how to hold a pool cue.

thank you for giving us the opportunity to visit you and your fine facility," Baucom told the students. "You have every right to feel proud of yourselves."

Following the CO's remarks, Sailors and boys continued playing until late in the afternoon. As they boarded the bus to go back to the ship, Sailors collected hugs and handshakes from their young hosts.

"I love you guys and look forward to your next visit," one teary eyed boy exclaimed while hugging a crew member as he boarded the bus. "You're the best — I'll always remember you!" ‡

Story by JO1(AW) Bill Dagendish, photo by PH2 Mike Saunders, both assigned to USS *Carl Vinson* (CVN 70).



Nassau Sailor patents football game

AUSS *Nassau* (LHA 4) Sailor received a U.S. patent for a football board game he invented.

Ship's Storekeeper 2nd Class Michael Wray has been developing his game, called "You're the Coach," since 1983, as an eighth

grader in Bedford, Va.

While rolling a set of dice, "I started thinking about the number combinations that were coming up," he said. "Since then I've worked on the game on and off over the years."

Wray's football game includes some of the same variables as live football: weather, player experience, injuries and even fatigue. "It's pretty realistic," he said.

As the "coach," the players of Wray's game choose from different offensive and defensive plays to defeat their opponent. "It's really simple to understand," said Wray. "You learn it in about five minutes."

After joining the Navy, Wray continued to develop and play his

football game. He got the idea for patenting his game from his father while home on leave. "He was watching (television) when an advertisement with a 1-800 number for inventions came on," Wray said. After calling the number for inventors, Wray took his game to the company's office in North Carolina. "He liked it and we started the paperwork. That's when I started the process of getting a patent."

Developing a game or any new invention is not cheap. The money Wray has invested in the game measures in the thousands of dollars. However, the payoff could be great if the game is developed and sold by a manufacturer. Wray will receive a percentage of the profits in royalties. ‡

Story and photo by JO1 Brian Roscoe, assigned to the public affairs office, USS Nassau (LHA 4).



TV star visits carrier USS *Theodore Roosevelt*

Hundreds of visitors made their way out to the Norfolk-based aircraft carrier USS *Theodore Roosevelt* (CVN 71) during the ship's visit to the Greek island of Rhodes. Taking a break during their recent six-month deployment, the crew showed off the ship to their guests, especially a party of eight that included talk show host Oprah Winfrey.

Winfrey was on a month-long cruise through the Mediterranean on her 195-foot yacht, *The Other Woman*.

"We saw the ship as we pulled into port this morning," Winfrey said. "We had no idea we'd end up aboard the ship."

Word of Oprah's visit quickly spread throughout *TR*. As she and her guests toured the ship, hundreds of fans gathered for

autographs and photos — and Oprah was happy to oblige.

"She was very gracious, very polite and willing to stop for autographs and photos," said the carrier's Executive Officer, CAPT Steven F. Firks, who gave Winfrey a tour of the ship. "I'd say she probably stopped eight to 10 times and took 30 to 40 photos each stop."

Before leaving the ship, Oprah stopped by the ship's television studio, TR-TV, to record a heartfelt message to the crew. "This has been not only one of the highlights of this trip, but of our lives," she said. "I always did have great respect for those of you in the service, but I have an even deeper



USS *Theodore Roosevelt*'s Executive Officer CAPT. Steven F. Firks (second from right) escorts Oprah Winfrey (center) and her guests through the ship's gigantic hangar bays.

and more profound respect for what you do and how you live." ‡

Story by JO3 M. Taylor Clark, photo by PHAA Todd A. Linard. Both are assigned to USS Theodore Roosevelt (CVN 71).

Bearings

The Navy's saltiest "Top Dog"

Ask any fleet Sailor if he or she is a real "salty dog," and most will answer, "The saltiest." But there's one salty dog in the Navy's 2nd Fleet who would tell you, if she could, that she's the saltiest dog of them all.

Miss Liberty, the four-legged canine mascot of USS *Samuel Eliot Morison* (FFG 13), recently became an official, card-carrying Sailor, after receiving an active-duty I.D. card from the Personnel Support Activity at Recruit Training Center, Great Lakes, Ill.

When USS *Samuel Eliot Morison* deployed on the 1995 Great Lakes Cruise, the ship's command master chief, Master Chief Boatswain's Mate (SW) Michael T. Reilly, wanted to bring Miss Liberty aboard officially while in port in Chicago. He and Chief Machinist's Mate (DV/EOD) Elliot Adler took Miss Liberty to Great Lakes and into the Navy's history books.

Although there have been other mascots aboard Navy ships, this is the first time a mascot has been issued an active-duty I.D. card. She even signed it, her paw print covering about a third of the card. "Miss Liberty has always been a member of this crew," said Reilly. "It just seemed right to make it official."

Found in a Charleston, S.C., animal shelter, Miss Liberty came aboard *Samuel Eliot Morison* in October 1993 as a four-week-old seaman recruit puppy. "We immediately opened a service record on her and issued her dog tags," said Reilly. "It was the least we could do, considering she only works for food and a deck over her head."

Even with no knowledge of ships and the sea, Miss Liberty quickly

developed her sea legs and now negotiates every ladder aboard ship. She has difficulty opening and closing hatches and doors, but in the Navy's spirit of teamwork, her shipmates never hesitate to give her a hand.

"Sometimes the crew is too good to her," said Reilly. "She's spoiled rotten and we're considering putting her on remedial P.T. to get her back into shape," he joked.

Miss Liberty's military bearing has impressed the ship's visitors throughout the cruise. She comes to attention (sits), offers a hand salute (shakes) and rests at ease (lies down). "She stands watch too," said Reilly as he explained how Miss Liberty occasionally challenges people coming up the ship's brow. "She'll bark, show some teeth, but she won't bite. She's a good watch dog," he said. Miss Liberty's last two enlisted performance records show she is A-J squared away. "Four-0 across the board," said Reilly, a 19-year Navy veteran.

Despite her new status, life hasn't changed much for Miss Liberty. She still roams the decks several times a day, naps often, gets three square meals a day and a walk just before dusk. And her I.D. card? Her escort carries that.

You might say it's still a dog's life. But for the Navy's saltiest Top Dog, one would expect that. †

Story and photos by JOC Darrell Crandall, assigned to USS Samuel Eliot Morison (FFG 13).



▲▲ For Miss Liberty, the mascot of USS *Samuel Eliot Morison* (FFG 13), some days aboard ship are dog days. During the 1995 Great Lakes Cruise, mooring lines became one of "Lib's" favorite resting spots.

▲ USS *Samuel Eliot Morison's* (FFG 13) Command Master Chief BMCM(SW) Michael T. Reilly escorts Miss Liberty, the ship's mascot, aboard the ship during a recent port visit as part of the 1995 Great Lake Cruise. The frigate from Mayport, Fla., visited more than 12 Great Lakes ports this summer in support of Navy recruiting efforts in the Midwest.



The nuclear-powered, attack submarine USS *Hyman G. Rickover* (SSN 709) and the medium auxiliary floating dry dock *Resolute* (AFDM 10) decked out for the holidays in years past.

